

EARLY U.S. CUSTOMS RECORDS AND HISTORY

PORTSMOUTH, N. H.

Compiled, 1930-1932, by

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Volume II: Commerce, Shipbuilding and Immigration



PORTSMOUTH ATHENÆUM
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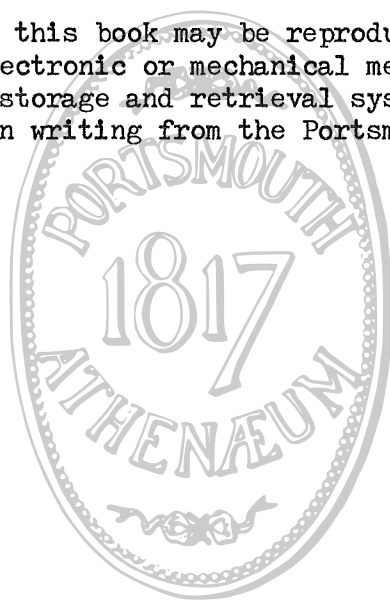


TABLE OF CONTENTS

| | |
|--|------|
| 1. Commerce | 1 |
| Foreign commerce, 1789-1796 | 9 |
| Foreign commerce, 1797-1806 | .12 |
| Rise and fall of New Hampshire commerce | .16 |
| Imports by articles from West Indies and South America: table | .20 |
| Exports: table | .27 |
| After the War of 1812 | .28 |
| Duties: table | 38 |
| 2. Shipbuilding | 56 |
| Beginnings, 1690-1849 | 56 |
| Clipperships, 1851-1875 | 69 |
| Decline of shipbuilding, 1861-1875 | 83 |
| Piscataqua-built vessels: table | 94 |
| Tonnage at Portsmouth: table | 98 |
| Public vessels | .102 |
| Prizes - War of 1812 | .135 |
| Steamers | .143 |
| Fishing | .145 |
| Piscataqua-built whalers | 154 |
| 3. Immigration | 161 |
| Vessels: table | 162 |
| Listing of immigrants | 164 |

COMMERCE.

In New Hampshire, commerce began soon after the first settlements were made along the Piscataqua River. The earliest complete list of entrances and clearances in existence is of the period from August 1, 1692, to November 1st, of that year and is as follows:

Entered from London, August 12, 1692, the flye-boat AMERICA of 800 tons of London, 4 guns, 20 men, foreign built, Captain John Holmes, with 2 barrels wrought pewter, 2 barrels wrought brass, 4 barrels wrought iron, 3 hogsheads grocery, 2 trunks household effects, 6 bayles of stuffes, rugs and blankets, 3 trunks wearing apparel, 2 pictures and 2 saddles, 2 bayles linnen-cloth, 45 quoils rigging, 233 bars of iron, 1 trunk silks. Cleared for London, October 10, 1692, with 18 masts, 9 bowsprits, 15 yards, 11,400' oares, 2900 boalts, 25,000 staves, 84# beaver, 130 furskins, 46 spars, 10 pieces ash, 2 barrels cranberrys.

Entered from London, August 12, 1692, the flye-boat DILIGENCE, of 250 tons, John Long, master, crew of 17, with miscellaneous cargo.

Cleared for London, October 10, 1692, with 21 masts, 11 bowsprits, 3 yards, 20 clamps, 6000 pipe staves, 1500 boalts, 400' oares, 8 tons fistick (dye wood), 2000 horns, 6 barrels train oyle, 6 barrels fish.

Entered from London, August 12, 1692, the flye-boat FIR-TREE of London, John Hickner, master, 2guns, 18 men with scythes

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shovels, saws, 20 great iron guns, 1 demi cannon carriage and 1200 rounds of shot and miscellaneous cargo.

Cleared for London, October 10, 1692, with 20 masts, 10 bowsprits, 15 yards, 1690' oars, 18,000 pipe staves, 1300 boards, 14 tons fastick and one barrel indigo.

Cleared for Boston, August 18, 1692, the Sloop JOHN & ABIGAIL, 20 tons, of Boston, James Flood, master, 2 men, with 20 barrels train oyle and 16 quintels fish.

Cleared for Virginia, August 27, 1692, the ketch ELIZABETH, 15 tons, of Portsmouth, Barrath Higgins, master, 2 men, with 19 barrels of mackerel, 40 bushels of salt, 5 barrels molasses, 6 barrels rum, ² pieces linnen, 2 pieces pummistone.

Cleared for Canary Islands, September 1, 1692, the FRIENDS ADVENTURE, Jonas Clay, master, 8 men, plantation built, with 23 hogsheads of fish, 20,000 staves, 20 barrels molasses and 4 barrels train oyle.

Entered from Boston, August 30, 1692, the sloop ENDEAVOUR, 20 tons, of Boston, Paul Miller, master with 2 hogsheads corne, 3 bags sheepskins, 50 tanned hides, 6 hogsheads pork, 3 barrels beef, 9 bags wheat etc.

Entered from Boston, September 5, 1692, the sloop PELLICAN, 20 tons, of Boston, Benjamin Bagway, master, with household effects. Cleared for Boston, September 30, 1692, with 12 barrels train oyle, and 300 quintels fish.

Entered from Barbados, September 19, 1692, the brig FRIENDSHIP, 20 tons, Samuel Rines master, 7 men, with 40 hogsheads salt and a chest of English goods.

Entered from Barbados, September 22, 1692, the bark FRIENDS INCREASE of Portsmouth, 15 tons, 4 men, Captain John Cutt, with hogsheads and 8 barrels of molasses, 18 hogsheads and 2 barrels of rum, 1 tierce and 7 casques of sugar.

Cleared for Boston, September 25, 1692, the sloop BUILDER'S ADVENTURE of Boston, 20 tons, Captain John Jackson, with 12,000 oak staves and 1000' pine boards.

Cleared for Boston, September 30, 1692, the sloop SEA FLOWER of Beverley, Captain Humfrey Horrill, with 600 red oak staves, 3000' pine boards.

Entered from Boston, September, 30, 1692, the sloop ENDEAVOUR of Boston, Captain Paul Miller, with 2 kegs Fayall wine, 6 bbls. provisions, 5 barrels bread and peasm hogshead of onions, 2 barrels pork and beef, 500 weight of iron.

Cleared for Boston, October 14, 1692, with 10000 staves, 400' oares.

Cleared for Boston, October 5, 1692, the shallop GIFT of Boston, Captain Joseph Chownes, with 7000 white oak staves, 800' pine boards.

Entered October 9, 1692, from Boston, the Sloop PELLICAN of Boston, Captain Benjamin Bagway with 2 tons brasilletto, 4 hogsheads fish, 1 hogshead and 11 barrels sugar, 2000 horns, 2 barrels train oyle, 5 barrels tar etc.

Cleared October 13, 1692 for Nantucket with 10,000' pine boards, 16 barrels apples and cider, 1 hogshead molasses.

Arrived from Barbados, October 10, 1692, the pincke RICHARD of Portsmouth, Captain Edward Kennard, 7 men, with 53 barrels molasses, 8 hogsheads and 1 pierce of rum.

Cleared for London, October 10, 1692, the pincke SAMUEL of London, 100 tons, 6 guns, 20 men, Captain Robert Tufton with tobacco, 8 tons fastick, 10000 staves.

Cleared for Boston, October 13, 1692, the sloop HOPEWELL of York, Captain Job Alcooke with 13,000 staves, 2 trunks and 2 chests wearing apparel.

Cleared for Boston, October 14, 1692, the Sloop ELIZAVETH of Exeter, Captain Francis Lyford, with 1000' boards, 4000 staves, 14,000 trunnels, 1500' planks.

Entered from Boston, October 18, 1692, the sloop HOPEWELL of Boston, Captain Samuel Storer, with 6000# mackerel.

From this list it will be noted that the Piscataqua Region, even in the early 1690's, brought in farm produce from Boston showing that it did not grow sufficient crops for its own needs.

This was due to the fact that the land was covered with timber for which there was a ready market abroad. But as the settlers worked their way into the interior, lumbering became less remunerative and consequently more time was devoted to the tilling of the soil.

By 1762, New Hampshire grew crops sufficient to feed its populace and by

1800, surplus vegetables etc were grown and sold in foreign countries.

It will be noted, too, that fish products played an important part in early commerce, being a part of the cargoes of vessels in both the coasting and foreign trade. As early as 1681, forty-seven vessels cleared Portsmouth for Spain with loads of fish and lumber and their derivatives.

Manufacturing was at first confined to the farms where the wool and flax were made into cloth and clothing and to the forests where the trees were felled and converted into masts, spars and bowsprits and more homely articles such as hoops, staves, planks, boards etc. A few fulling mills and a sail manufactory were in existence at the close of the Revolution but it was nearly impossible to compete with goods imported from abroad due to inadequate tariff protection.

The Revolution impoverished New Hampshire by preventing the exportation of their lumber products and their participation in the fisheries. To add to their difficulties, the population of the Isles of Shoals were moved to Portsmouth and had to be taken care of. It was estimated in 1779 that only 800 tons of shipping were left out of 12,000 tons. In 1780, seven-eighths of the vessels sailing from Portsmouth had been captured. (From Town and Provincial Papers, Vol IX, p.710)

New Hampshire gradually emerged from the effects of the war. Vessels now proceeded around the triangle from Portsmouth to the West Indies, thence to Europe and then home as before the Revolution and in addition, from Portsmouth to the West Indies with fish, lumber etc, from thence to Philadelphia and Boston with sugar, rum, Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

and other products of the West Indies, and thirdly, from Portsmouth to the Carolines and Virginia where they purchased tobacco, rice and naval stores for England.

In 1789, the second act of the first congress established the Customs Service. By thistime, the towns of Greenland, Stratham, Exeter, Newmarket and Durham on the reaches of Great Bay, Dover on the Cocheco River and Berwick and Somersworth on the Salmon Falls River were thriving. New Hampshire's most important town was Portsmouth. Its harbor, due to the swift current, was deep even at low tide and never frozen over. Its lower harbor, of considerable size, and well sheltered, was a safe haven in the worst storm. In its upper harbor, in the town proper, were 83 wharves.

Portsmouth was made a collection district covering all of New Hampshire and later the towns on the Maine side of the River. The town of Portsmouth was the only port of entry while Kittery, Exeter, Newmarket, Durham, Dover, Berwick and Somersworth were ports of delivery only. At Hampton, Rye and New Castle were stationed part time officers whose duties were to board the few vessels calling at their wharves and to prevent smuggling.

Unfortunately for the port of Portsmouth, the settlement of the interior of the State was due to the migration of people from Massachusetts rather than the pressing of the residents of southern New Hampshire. The natural result was that the products of the interior were carried to Massachusetts for export as those markets were more familiar and just as accessible as Portsmouth. In a letter to the Secretary

of the Treasury by the Collector of Customs at Portsmouth

dated December 19, 1789, he stated

"Seven-eighths of the produce of New Hampshire that ^{was} ~~as~~ exported, viz. pot ashes, flaxseed and provisions, pass by land to ports in Massachusetts where it is sold to merchants and traders who export such produce and full that proportion of the foreign goods consumed in this State are purchased in Massachusetts or imported thru it; this is owing to the great losses by our merchants in the late war (almost the total of their personal property) which has rendered them unable to avail themselves of the advantages that the produce of their own State and the consumption of foreign trade entitles them. Their ability, therefore, to enforce any trade is prevented and their spirit of enterprise checked, but they are gradually emerging from this state of depression and their mercantile concerns will undoubtedly have the aid of legislative wisdom which the constitution provides for. Our harbour is as well calculated for navigation and our rivers for shipbuilding as any perhaps in the United States, which the genius of our people also favour."

The return of prosperity did not divert trade from Newburyport and other Massachusetts ports to Portsmouth as the Collector prophesied for in his next letter to the Secretary of the Treasury under the date of February 18, 1790, he writes as follows:

"Upon some occasions heretofore, I have mentioned to you the effects that the late war had on the mercantile interests of this State- that of turning the channel both of imports and

exports- of our exports; the most valuable parts, the pot and pearl ashes, flaxseed and provisions. Lumber, which is the least valuable, is almost the only article exported from here. The cargoes of this commodity amount to a very inconsiderable sum, and small as it is, a considerable proportion of their sales at market are remitted to Europe for the payment of manufactures of those countries which are imported via Boston."

Not only by road did Massachusetts tap this inland but also by water. The Merrimac River, on which Newburyport depended for its commerce, drained the central section of New Hampshire; the only hindrance to its use being the falls near Chelmsford but this obstacle was soon overcome by the Middlesex Canal. Farther north, the Connecticut River was the cause of more losses to Portsmouth's foreign trade for down this river to Hartford, Connecticut, went rafts of lumber and other articles to be sent abroad. Even the lumber exports of the southern part of the State were retained only after a struggle for a canal from the Merrimac River was dug across the marshes to Hampton.

Foreign Commerce, 1789 to 1796.

With the establishment of the Customs Service in 1789, the true picture of the flow of trade in and out of the Piscataqua Valley can be drawn for the figures for the port of Portsmouth accurately portray the extent of exports and imports from this sector altho Massachusetts did absorb the foreign commerce of the central part and Connecticut the northern part of the State.

New Hampshire, heavily wooded, had a surplus of lumber and lumber products such as boards, planks, shingles, hoops and staves and of manufactures of wood such as carts, house frames, etc. The waters of the North Atlantic Ocean teemed with fish, which, when salted or dried, found ready sale in the West Indies and the coast of South America. So the Portsmouth vessels heavily laden with lumber and fish sailed southward returning home with rum, molasses, tea, sugar, coffee and cocoa. Many of these boats sailed direct from the West Indies to European countries where the products of the islands were exchanged for the necessities and luxuries of the day. Others returned home with goods for local consumption or for storage until a voyage eastward could be made with profit.

In the year 1790, 881,219,000' of pine boards and planks, 79,577,000' of oak boards and planks, 3,399,000' of pine timber, 9,651,000' of oak timber, 279,224,000 staves and headings, 31,470,000 shingles, 6,725,000 hoops, 65 spruce

spars, 13 pine masts, 10,551 quintels of dried fish, 284 barrels of pickled fish, 197 barrels of train oyle, 566 barrels of beef, 258 horned cattle, 445 sheep and 108 horses were exported from Portsmouth while 75,155 gallons of rum, 176,286 pounds of sugar, 120,469 gallons of molasses and 17,574 pounds of sugar together with the cargoes of twenty vessels from European countries were imported into Portsmouth.

In 1792, the port of Portsmouth stood eleventh amongst the ports of the United States as to exports. In the list of articles exported were 60 rush chairs and 4000 pounds of beaver skins, being all of the two articles exported from this country that year. New Hampshire ranked second in the exportation of bricks (114,500), boats (17), dried fish (17,260 quintels), tallow (7400#), pine lumber (7,451,000'), oak boards (330,650'), oars (2,325), and house frames (12), and third in pot ashes (90 tons) and masts (79). Other exports during the year were 691 casks flaxseed, 647 barrels pickled fish, 6,272 barrels whale oil, 880 bushels Indian corn, 47 bushels buckwheat, 145 horned cattle, 62 horses, 253 sheep, 50 hogs, 119 barrels turpentine, 406 barrels of flour, 1,784 barrels beef, 172 barrels pork, 296 firkins butter, 362 pounds lard, 419 bushels potatoes, 936 pairs of shoes, 5 boxes soap, 500 pounds beeswax, 1,250,100 staves and headings, 1,209,000 shingles and 36,150 hoops.

The bulk of imports was from the West Indies and South America. In 1790, there were 59 arrivals upon

which duties amounting to \$12,112.20 were assessed. The growth of this trade until 1807 was fairly constant, particularly that part from South America which by 1795 had increased from two arrivals with duties amounting to \$400.63 to twelve with duties aggregating \$11,537.97.

There weren't the extensive variety of articles from the West Indies and South America as from Europe. In fact, imports from this section were limited almost entirely to rum, sugar, molasses, coffee and cocoa. In 1790, the figures for these articles were 74,322 gallons of rum, 160,637 pounds of sugar, 123,080 gallons of molasses, 14,059 pounds of coffee, and 16,114 pounds of cocoa. Of these, sugar and coffee were extremely important as they served as media of exchange.

Due to the fact that little attention was paid to manufacturies in the colonies, New Hampshire imported from Europe all her manufactured articles. Of the twenty arrivals from Europe in 1790, fourteen were from the British Isles, four from France and one each from Holland and Belgium; Great Britain holding this lead until the War of 1812.

The biggest figures in commercial circles after the Revolution were the Sheafes of Portsmouth. They were closely followed by the Cutts family of Portsmouth and Kittery. At first, Samuel Cutts was the only active one but within the next few years he was joined by Edward, George, Thomas and Joseph Cutts.

Another Portsmouth family of importance was the Tredicks, consisting of William, Henry and Alexander. Reuben Shapley of the port city was active, too. In 1793, John Haven and

Nathaniel Haven each brought in a cargo from the West Indies. They united, and until the War of 1812, the firm of N.A.&J. Haven played an important part in New Hampshire's foreign trade.

The next year, James Drisco and his son James, Jr., became active in the West Indies trade.

Exeter's most important merchant in 1790 was Eliphalet Ladd. Berwick was well represented by Jonathan Hamilton, Ivory Hovey and Ivory Hovey, Jr., while Somersworth had John, James, George, Hiram and Ichabod Rollins.

Elijah Hall of Portsmouth had the distinction of having the first consignment of a whaling vessel after the Revolution. In 1793, the Ship NANCY of Portsmouth, under the command of Edward Coffin, docked at Portsmouth with 176 casks of whale oil and 66 tons of whale fins. Robert O. Treadwell of Portsmouth, owner and master of the Brig AUGUSTUS, made a trip in that vessel to Calcutta in 1796, being the first trip to that port after 1783.

Foreign commerce, 1797-1806.

The first decline in New Hampshire's foreign trade began in the year 1796. England and France were at war and soon Holland/Spain were to be embroiled. Each nation put privateers to sea in an attempt to prevent their enemies from receiving aid from the neutral nations. From 1796 to 1800, Portsmouth lost at least 61 vessels of nearly 5000 tons.

Let it not be assumed that the masters of these captured vessels stood by complacently while privateers

confiscated their vessels. Take for instance the Ship PACIFIC built at Newmarket in 1793 for Richard Salter and Jacob Sheafe. She left Portsmouth September 3, 1798, was overtaken by a French frigate and her papers taken away. Undaunted, the vessel was registered anew November 26, 1798, but on her next voyage, was again captured by the French and burned.

Then there was the Brig BETSIES of 117 tons built at Kittery in 1796 for Martin Parry of Portsmouth. On September 9, 1799, she sailed from Portsmouth for the West Indies and was captured by a French privateer. All of the crew except Mose, a well known colored lad of Portsmouth, were taken from the vessel. Then placing on board the captured brig a prize master and five French seamen to take the BETSIES into the nearest port, the privateer sailed away.

After she was out of sight, Mose decided to take matters into his own hands. He slew the helmsman and two of the prize crew who happened to be on deck and threw their bodies into the sea. He then went below deck, killing one on the way and completed his gruesome task in one of the cabins. Mose had retrieved the vessel but was alone with the task of navigating the craft without assistance. Three days later, he fell in with a vessel from Philadelphia but his good fortune was short-lived for he was captured by another French privateer and taken into Porto Rico. His fate is unknown.

More successful was Charles Blunt whose Brig DIANA was captured by a French privateer. Realizing their predicament,

the Captain and four of the crew feigned sickness. Their ruse worked for they were allowed to remain aboard their brig. Soon after, the privateer sailed away; whereupon Captain Blunt, armed with a cutlass, and one of the seamen, with a musket, came on deck and made short work of the helmsman. The prize master, hearing the disturbance, came aft and was made a prisoner. In the meantime, the other three seamen with the assistance of a passenger had captured the remaining Frenchmen. The prize crew, after being supplied with provisions and water, were placed in the long boat and left to the mercies of the broad Atlantic.

And finally there is the case of Captain Samuel Rice of the Brig JOSEPH of 191 tons, built at Berwick in 1794 for Jonathan Hamilton. On the return of the JOSEPH from its first trip to Lisbon, the brig was brought too off Halifax by the English Sloop of War RATTELSNAKE. In response to a request of the English Lieutenant for the vessel's papers, Captain Rice took out his pocketbook and while searching thru his private papers for the ones desired, the Lieutenant snatched the pocketbook. A fist fight ensued in which the English officer was worsted, Captain Rice leaving the sloop of war without further molestation. The JOSEPH was later captured by the French.

This attack on American commerce caused a drop from 62 arrivals in 1796 to 49 in 1797 but the next year witnessed an increase to 71. The inroads made by the privateers may have been blessings in disguise. While the merchants

hesitated to place their money in new ships thus causing a cessation of activity in many of the shipyards in the Piscataqua Region, yet the war in Europe allowed American vessels to nearly monopolize the trade with the West Indies. The Custom House records at Portsmouth show a decrease in duties collected for the year 1797 from \$96,000 to \$41,000 but in the next year collections arose to a new high level of \$92,000,000; these changes being due largely to the fluctuations in the West Indies trade.

During this period, Robert O. Treadwell had a cargo from Calcutta in 1798 and Reuben Shapley one in 1806. In 1802, Matthew S. Marsh of Portsmouth combined with James Sheafe to bring in a cargo from Bombay consisting of 132,833 pounds of coffee and 88,758 pounds of cotton. This was the extent of direct trade with India.

In 1797, Thomas M. Shaw, a sea captain of note and destined to become a highly important figure in marine circles in Portsmouth, began to take an active part in the trade with the West Indies. At the same time, Samuel and William Hale of Dover and Barrington became importers and exporters on a large scale. Four years later, the Parrotts, John F. and Enoch G., became prominent. In 1806, Eliphalet Ladd died, his place being taken by Alexander Ladd.

Exeter, during these ten years, reached its peak. In 1793, the firm of Gilman, Lamson and Company appeared in the records and in 1798 they were joined by the firm of Clark and Conner.

RISE AND FALL OF NEW HAMPSHIRE'S COMMERCE.

In the first years of the 1800's, with peace established with France, arrivals at Portsmouth from foreign countries increased greatly. In 1800, there were 71 arrivals from the West Indies, 11 from South America, 7 from England, 3 from Portugal, 2 from Russia and 15 from other countries; the aggregate duties being \$162,994.11 on the 109 vessels. In 1806, altho the arrivals had decreased to 56 from the West Indies and a total of 88 vessels from all countries, duties had increased to \$221,880.18.

But privateers were again active and in addition, American vessels were being hailed by the English and the best men of the crews were being forced to serve in the British navy. In 1804, this was forcibly brought to the attention of Portsmouth people when news was received of the impressment of two of its citizens, James Garvin and John Downing.

To combat this latter evil, the United States Customs Service issued protection certificates to the seamen, being a sworn statement of the nationality of the holder, but these proved to be of little value as no attention was paid to them. When Robert Rogers of Kittery and Nathaniel Parker, Jr. of Berwick, Maine, presented these certificates to the officers of a British frigate, they were torn to pieces and the two men forced to serve as sailors aboard the British vessel.

In 1806, to protect American shipping and as retaliation, the Embargo Act was passed by Congress, refusing clearance to vessels engaged in foreign trade except by permission of the

President. ... the

To ease the burden, general permission was given to vessels to proceed to the West Indies to get any property that might belong to American owners and later, this permission was extended to August 14, 1808. By this time, Portsmouth's trade had been destroyed, its vessels floated idly at the wharves and its seamen, estimated at 1500, loafed around the streets. Concretely, the 80 arrivals of 1807, including 50 from the West Indies, 15 from South America and 15 from Europe had dropped to 25 in 1808, 15 being from the West Indies, 6 from South America, 3 from England and one from Sicily.

A letter written to Albert Gallatin, Secretary of the Treasury, in September, 1808, by the Collector of Customs at Portsmouth clearly stated the conditions of that day. It read as follows:

"It may be proper that I should state the effects of the operation of the Embargo law in this port and vicinity. From this port, seven vessels have proceeded on application of merchants for property owned by them in the West Indies under the former permission and four under the latter, terminating the Fourteenth of August. This last extension appears to have excited much enterprise of a fraudulent nature but less has been attempted here than at our neighboring ports.

At Newburyport, at the request of the Collector at that port, on the Ninth of August, I sent our cutter to that harbour to prevent the violation of the laws by four vessels

that were preparing to sail at that time; two by permission and two others without. The two latter, on the arrival of the cutter, abandoned their object (or suspended it).

One of the permitted vessels relanded, it is said, what she had taken on board unlawfully and proceeded within the time limit. The other one, fully loaded, cleared coastwise for York, landed part of her cargo, viz 85 hogsheads of fish, and then proceeded with her permitted stores.

Newburyport is now in a high spirit of violent opposition to the laws. I have again and again gone to the assistance of the officers of the Government. Hampton, five leagues south and the Isles of Gosport, three leagues off our harbour, have harbored boats to take off property. I have armed a boat to put a stop to these proceedings.

From the small port of York, six boats have gone with permission and one without for the West Indies, the property abroad belonging to that town would not have loaded one of them and I am sorry to say there are strong suspicions on the proceedings at that port.

I have considered it necessary to employ a boat of about 18 tons with an officer, authorized as an inspector, to aid in checking these violations. I hope the appointment of this vessel will be approved of and I would request permission to employ a larger vessel if it should appear necessary by the continuance of the present spirit/ We have many faithful seamen who would volunteer their services on an emergency to support the measures of the

Government and small fast sailing vessels may be procured on hire. A gunboat, or some other adequate force in the harbour of Newburyport appears indispensably necessary to support the revenue officers."

There were other violations that the Collector did not mention in his letter. In October, the Schooner LYDIA was found in Newburyport Harbor loaded with flour, butter, fish and candles by the cutter. She immediately unloaded her cargo which was secretly carried to Rye Harbor where it was being reloaded on the schooner. A loyal North Hampton farmer notified the customs officers at Portsmouth who seized the vessel and cargo.

In the following February, the schooner RHODA was anchored in Portsmouth Harbor, carefully watched by the revenue cutter. Being refused clearance, she unloaded her cargo and cleared in ballast for York. The goods were transported to Cape Neddick during the night, followed by the cutter. A few days later, the crew of the cutter discovered that the schooner had been loaded during the night. That evening, four of the cutter's crew were placed on board the suspected vessel then aground at low tide and another dispatched to Portsmouth to notify the Collector of Customs. The latter immediately detailed four men, former sea captains, who volunteered their services. They drove to Cape Neddick thru the deep snow only to find that forty to fifty men from York and vicinity had overpowered the guard, placed them ashore thus permitting the RHODA to sail.

The Embargo Act was repealed in 1809 and the Non Intercourse act was substituted, lifting the embargo on all countries except France and England. On the repeal of this act, trade began to flourish but the War of 1812 intervened before full recovery had been made.

Before taking up the changes made by the war, it might be well to determine the characteristics of New Hampshire's foreign trade from 1789 to 1812.

TABLE IMPORTS BY ARTICLES FROM
WEST INDIES AND SOUTH AMERICA.

| <u>Year</u> | <u>Rum</u> | <u>Sugar</u> | <u>Molasses</u> | <u>Coffee</u> | <u>Cocoa</u> | <u>Arrivals</u> |
|-------------|------------|--------------|-----------------|---------------|--------------|-----------------|
| 1790 | 74,332 | 160,637 | 123,080 | 14,059 | 16,114 | 61 |
| 1791 | 80,608 | 264,398 | 101,273 | 36,414 | 5,893 | 55 |
| 1792 | 82,163 | 116,380 | 44,405 | 52,143 | 210 | 62 |
| 1793 | 99,236 | 333,663 | 62,236 | 93,615 | 13,356 | 45 |
| 1794 | 99,129 | 349,917 | 73,326 | 58,120 | 517 | 45 |
| 1795 | 97,221 | 615,146 | 29,622 | 26,473 | | 44 |
| 1796 | 31,047 | 344,498 | 23,255 | 690,955 | | 36 |
| 1797 | 48,950 | 161,306 | 77,170 | 31,413 | 35,274 | 27 |
| 1798 | 171,516 | 519,180 | 178,081 | 143,405 | 7,802 | 57 |
| 1799 | 261,139 | 412,388 | 101,707 | 33,619 | 63,221 | 75 |
| 1800 | 278,539 | 584,703 | 112,406 | 144,871 | 134 | 82 |
| 1801 | 313,549 | 681,693 | 129,954 | 271,032 | | 78 |
| 1802 | 252,928 | 756,766 | 147,701 | 226,200 | | 78 |
| 1803 | 246,651 | 1,319,919 | 77,883 | 176,485 | 2,897 | 76 |
| 1804 | 293,676 | 2,748,034 | 138,584 | 404,255 | 11,131 | 75 |
| 1805 | 189,063 | 2,387,872 | 140,012 | 121,469 | 16,021 | 62 |
| 1806 | 260,341 | 3,293,629 | 463,862 | 144,709 | 5,220 | 69 |

TABLE CONTINUED.

| Year | Rum | Sugar | Molasses | Coffee | Cocoa | Arrivals |
|------|---------|-----------|----------|---------|---------|----------|
| 1807 | 351,620 | 2,436,320 | 217,307 | 67,500 | | 65 |
| 1808 | 158,436 | 416,683 | 139,901 | 30,204 | | 21 |
| 1809 | 108,168 | 23,086 | 133,321 | 236,169 | 58,430 | 29 |
| 1810 | 88,837 | 305,676 | 68,693 | 38,836 | 139,060 | 29 |
| 1811 | 155,812 | 806,596 | 188,353 | 62,043 | 3,818 | 37 |
| 1812 | 79,951 | 326,810 | 211,135 | 39,165 | 19,983 | |

From the foregoing table, it will be seen that there was a constant increase, barring downward tendencies in 1796, in the importations of the basic products from the West Indies and South America from 1789 to 1808. The 300,000 mark in rum was reached in 1801, the 2,000,000 pound mark in sugar in 1804, the 400,000 gallon mark in molasses in 1806 and the 200,000 pound mark in coffee in 1801, altho the astounding amount of 700,000 pouds were imported in 1796.

Duties on imports from the West Indies and South America for this period amounted to approximately \$2,000,000. Since the refund of duties on the above amounted to \$450,000, it is evident that about one-quarter of the produce were exchanged in the European market for items needed at home.

TABLE OF DRAWBACK PAID, 1790-1812.

| | | | | | | | |
|------|----------|------|-----------|------|-----------|------|-----------|
| 1790 | 242.85 | 1796 | 33,292.61 | 1802 | 26,461.55 | 1808 | 13,898.30 |
| 1791 | 103.36 | 1797 | 6,575.63 | 1803 | 25,517.52 | 1809 | 7,800.01 |
| 1792 | 383.29 | 1798 | 5,964.73 | 1804 | 85,071.02 | 1810 | 2,484.49 |
| 1793 | 183.41 | 1799 | 9,228.53 | 1805 | 43,537.51 | 1811 | 8,397.09 |
| 1794 | 4,482.30 | 1800 | | 1806 | 86,345.51 | | |
| 1795 | 8,097.28 | 1801 | 8,961.94 | 1807 | 60,967.65 | | |

SOURCES OF RUM IMPORTATIONS.

| Year | WEST INDIES | | | | S. A. | Other | TOTAL |
|------|-------------|---------|--------|-------|---------|--------|---------|
| | British | French | Danish | Dutch | | | |
| 1790 | 57,695 | 14,526 | | 1,717 | 931 | 301 | 74,332 |
| 1791 | 5,683 | 71,580 | 1,164 | 2,181 | | | 80,608 |
| 1792 | 951 | 67,659 | | 8,729 | 4,824 | | 82,163 |
| 1793 | 7,477 | 81,350 | 5,894 | | 4,342 | 173 | 99,236 |
| 1794 | 27,846 | 44,330 | 2,297 | 5,993 | 11,972 | 6,691 | 99,129 |
| 1795 | 40,799 | 35,467 | 2,620 | | 18,335 | | 97,221 |
| 1796 | 31,047 | 21,791 | | | 3,236 | | 56,074 |
| 1797 | 23,469 | 17,094 | 3,414 | | 4,973 | | 48,950 |
| 1798 | 40,529 | 102,458 | 13,758 | | 14,771 | | 171,516 |
| 1799 | 150,836 | 93,734 | 8,469 | | 8,100 | | 261,139 |
| 1800 | 150,079 | 96,877 | | | 21,527 | 10,056 | 278,539 |
| 1801 | 175,436 | 99,333 | 10,526 | | 28,254 | | 313,549 |
| 1802 | 186,236 | 9,888 | 6,573 | | 28,182 | 22,049 | 252,928 |
| 1803 | 140,022 | 42,738 | 1,371 | | 58,146 | 4,374 | 246,651 |
| 1804 | 140,238 | 41,213 | 10,337 | | 101,888 | | 293,676 |
| 1805 | 110,271 | 43,605 | 5,622 | | 29,565 | | 189,063 |
| 1806 | 165,733 | 13,629 | 37,418 | | 43,561 | | 260,341 |
| 1807 | 56,690 | 29,281 | 50,077 | | 215,572 | | 351,620 |
| 1808 | 37,095 | 34,554 | | | 86,787 | | 158,436 |
| 1809 | 20,768 | 48,842 | | | 32,085 | 6,473 | 108,168 |
| 1810 | 22,450 | 31,601 | | | 34,657 | 129 | 88,837 |
| 1811 | 7,439 | 89,735 | | | 49,991 | 8,647 | 155,812 |
| 1812 | | 26,819 | | | 17,565 | 35,567 | 79,951 |

SOURCES of SUGAR IMPORTATIONS.

| Year | WEST INDIES | | | | So. Amer. | Other | TOTAL |
|------|-------------|-----------|---------|--------|-----------|---------|-----------|
| | British | French | Danish | Dutch | | | |
| 1790 | 17,544 | 128,764 | 11,145 | | | 3,184 | 160,637 |
| 1791 | 5,226 | 234,809 | | 12,690 | 11,673 | | 264,398 |
| 1792 | | 83,281 | | 32,247 | 832 | | 116,360 |
| 1793 | 2,228 | 293,056 | 21,966 | 12,613 | 3,800 | | 333,663 |
| 1794 | 83,428 | 196,519 | 28,218 | 9,193 | 32,310 | 246 | 349,914 |
| 1795 | 107,297 | 119,422 | 20,250 | | 368,177 | | 615,146 |
| 1796 | 87,777 | 39,237 | 9,644 | | 193,326 | 14,514 | 344,498 |
| 1797 | 69,390 | 16,330 | | | 75,586 | | 161,306 |
| 1798 | 57,152 | 52,758 | 8,063 | | 400,895 | 312 | 519,180 |
| 1799 | 189,489 | 3,791 | 41,539 | | 177,569 | | 412,388 |
| 1800 | 224,473 | 92,826 | 12,898 | | 253,897 | 609 | 584,703 |
| 1801 | 115,482 | 189,984 | 110,999 | | 265,228 | | 681,693 |
| 1802 | 226,532 | 105,806 | 37,128 | | 386,566 | 734 | 756,766 |
| 1803 | 58,106 | 278,558 | 26,554 | | 955,506 | 1,195 | 1,319,919 |
| 1804 | 229,160 | 929,106 | 57,407 | | 1,532,361 | | 2,748,034 |
| 1805 | 38,274 | 1,761,730 | | | 587,868 | | 2,387,872 |
| 1806 | 1,000 | 1,948,795 | 282,866 | | 930,474 | 110,494 | 3,293,629 |
| 1807 | 202,838 | 1,580,794 | 37,560 | | 315,128 | | 2,436,320 |
| 1808 | 141,407 | 274,920 | | | 70 | 286 | 416,683 |
| 1809 | 325 | 5,863 | | | 52 | 16,846 | 23,086 |
| 1810 | 2,892 | 49,280 | | | 478 | 253,025 | 305,675 |
| 1811 | | 15,952 | | | 537,810 | 253,195 | 806,957 |
| 1812 | | 232,326 | | | | 94,484 | 326,810 |

SOURCES OF MOLASSES IMPORTATIONS.

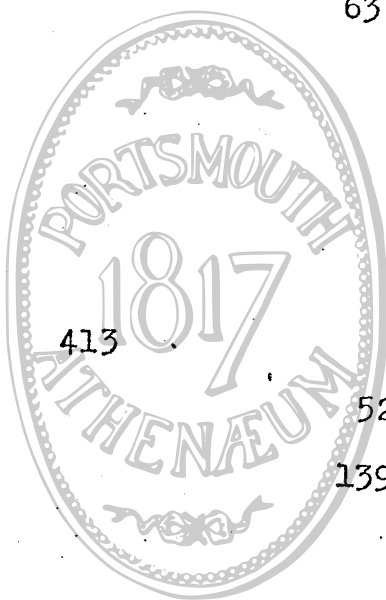
| Year | WEST INDIES | | | | So. Amer | Other | Total |
|------|-------------|---------|--------|--------|----------|---------|---------|
| | British | French | Danish | Dutch | | | |
| 1790 | 6,623 | 106,567 | | | 9,890 | | 123,080 |
| 1791 | | 90,650 | | 10,597 | 26 | | 101,273 |
| 1792 | | 38,404 | | 6,001 | | | 44,405 |
| 1793 | | 60,277 | | 1,959 | | | 62,236 |
| 1794 | 9,100 | 47,992 | 2,777 | | 13,457 | | 73,326 |
| 1795 | 4,586 | 24,836 | | | 200 | | 29,622 |
| 1796 | 404 | 20,643 | | | | 2, 208 | 23,255 |
| 1797 | 34,046 | 33,286 | | | 9,838 | | 77,170 |
| 1798 | 8,982 | 160,808 | | | 6,958 | 1, 333 | 178,081 |
| 1799 | 30,844 | 34,245 | 12,206 | | | 24, 412 | 101,707 |
| 1800 | 45,672 | 60,335 | | | | 6, 399 | 112,406 |
| 1801 | 17,542 | 94,444 | 1,746 | | 16,262 | | 129,954 |
| 1802 | 33,393 | 62,499 | 764 | | 20,320 | 30, 725 | 147,701 |
| 1803 | 8,633 | 30,303 | 386 | | 885 | 37, 678 | 77,883 |
| 1804 | 32,450 | 60,946 | 982 | | 26,611 | 17, 605 | 138,594 |
| 1805 | 12,512 | 62,538 | 16,911 | | 38,051 | | 130,012 |
| 1806 | 73,463 | 72,545 | 45,807 | | 271,867 | | 463,682 |
| 1807 | 28,762 | 77,306 | 15,477 | | 95,762 | | 217,307 |
| 1808 | 51,865 | 13,207 | | | 69,096 | 5,733 | 139,901 |
| 1809 | 30,359 | 59,725 | | | 41,629 | 6,608 | 133,321 |
| 1810 | 6,223 | 41,868 | | | 20,602 | | 68,693 |
| 1811 | | 44,693 | | | 99,415 | 44,245 | 188,353 |
| 1812 | | 38,251 | | | 70,063 | 102,821 | 211,135 |

SOURCES of COFFEE IMPORTATIONS.

| Year | WEST INDIES | | | | So. Amer. | Other | Total |
|------|-------------|--------|--------|--------|-----------|--------|---------|
| | British | French | Danish | Dutch | | | |
| 1790 | 2,266 | 11,628 | | | 165 | | 14,059 |
| 1791 | 3,477 | 31,625 | | 1,312 | | | 36,414 |
| 1792 | 18,288 | 31,853 | | 1,315 | 687 | | 52,143 |
| 1793 | 11,171 | 68,905 | 246 | | 11,293 | | 93,615 |
| 1794 | 2,154 | 55,966 | | | | | 58,120 |
| 1795 | 5,978 | 11,294 | | | 9,101 | | 26,473 |
| 1796 | 23,050 | 23,373 | | | 632,336 | 12,196 | 690,955 |
| 1797 | 423 | 2,888 | 275 | | 27,827 | | 31,413 |
| 1798 | 162 | 8,460 | | | 134,783 | | 143,405 |
| 1799 | 81 | 67 | 6,493 | | 25,179 | 1,799 | 33,619 |
| 1800 | 7,420 | 16,985 | 22,839 | | 97,627 | | 144,871 |
| 1801 | 679 | 31,723 | | | 238,630 | | 271,032 |
| 1802 | 1,567 | 53,672 | | | 143,417 | 17,544 | 226,200 |
| 1803 | | 58,445 | | | 114,970 | 3,070 | 176,485 |
| 1804 | 9,297 | 42,810 | | | 352,148 | | 404,255 |
| 1805 | 768 | 20,818 | 1,370 | | 98,513 | | 121,469 |
| 1806 | 972 | 60,114 | 54,411 | | 29,212 | | 144,709 |
| 1807 | 5,711 | 35,550 | 11,089 | | 17,250 | | 67,500 |
| 1808 | 4,534 | 8,767 | | | 783 | 16,120 | 30,204 |
| 1809 | 77 | 338 | | 27,120 | 138,596 | 70,038 | 236,169 |
| 1810 | | 1,976 | | | 3,010 | 33,850 | 38,836 |
| 1811 | | 3,228 | | | 31,496 | 37,319 | 62,043 |
| 1812 | | 12,775 | | | | 26,390 | 39,165 |

SOURCES OF COCOA IMPORTATIONS.

| Year | WEST INDIES | | | | So. Amer. | Other | Total |
|------|-------------|--------|--------|-------|-----------|-------|---------|
| | British | French | Danish | Dutch | | | |
| 1790 | | 2,304 | | | 13,816 | 94 | 16,114 |
| 1791 | | 5,263 | | 630 | | | 5,893 |
| 1792 | | 210 | | | | | 2210 |
| 1793 | | 13,356 | | | | | 13,356 |
| 1796 | 402 | | | | | 115 | 517 |
| 1797 | 358 | | | | 34,916 | | 35,274 |
| 1798 | 503 | | | | 7,299 | | 7,802 |
| 1799 | | | | | 63,221 | | 63,221 |
| 1800 | | 134 | | | | | 134 |
| 1803 | | 2,897 | | | | | 2,897 |
| 1804 | 11, 131 | | | | | | 11,131 |
| 1805 | 16,021 | | | | | | 16,021 |
| 1806 | | 5,177 | 413 | | | | 5,220 |
| 1809 | | 5,519 | | | 52,911 | | 58,430 |
| 1810 | | | | | 139,060 | | 139,060 |
| 1811 | | | | | 113 | 3,704 | 3,818 |
| 1812 | | 14,710 | | | | 5,273 | 19,983 |



It is not worth the effort to attempt to itemize articles brought in from Europe. Suffice it to say that practically all articles in use in those days were imported from England, Ireland, Spain, Sweden, Portugal, Germany, Russia and other countries.

Exports consisted of lumber, manufactures of lumber, fish, farm animals etc which were sent to South America, the West Indies and Europe.

TABLE OF EXPORTS, 1791-1810.

| | | | | | | | |
|------|-----------|------|-----------|------|-----------|------|-----------|
| 1791 | \$142,869 | 1796 | \$378,161 | 1801 | \$550,055 | 1806 | \$795,263 |
| 1792 | 181,413 | 1797 | 275,840 | 1802 | 565,394 | 1807 | 680,022 |
| 1793 | 198,204 | 1798 | 361,453 | 1803 | 494,620 | 1808 | 125,059 |
| 1794 | 153,860 | 1799 | 361,789 | 1804 | 716,081 | 1809 | 286,595 |
| 1795 | 229,427 | 1800 | 431,836 | 1805 | 608,408 | 1810 | 234,650 |

AFTER THE WAR OF 1812.

The War of 1812 had many effects upon the commerce of New Hampshire. Prior to the opening of hostilities, lumbering, fishing and trading were the chief occupations of the State. The last had received a setback in the passage of the Embargo Act but recovery had already set in when the new complications arose. Europe was a ready market for lumber from the new country and this, added to the extensive use of woods products in shipbuilding, lent impetus to lumbering. From Europe had come manufactured articles of all sorts and altho there was a tariff act in effect, the rates were too low to furnish protection to infant industries. Agriculture, too, had received no encouragement as no attempt, worthy of the name, had been made to open foreign markets for the surplus crops.

The war changed all this. Cut off from the rest of world and forced to depend upon themselves, New Hampshire, thru new manufacturing plants, became independent of imported goods. And so instead of the cargoes of sailcloth, hemp, earthenware, cloth, clothing, household articles and utensils, imports from Europe after the war consisted chiefly of glass, coal and salt.

The West Indies and South America still offered the best inducement. Rum and sugar that theretofore had been imported in large quantities became secondary to coffee and molasses. In 1818, the peak in rum was reached; a total of 60,000 gallons which was about one-fifth of the pre-war totals. From 1818 on, the number of gallons grew less and disappeared altogether in 1829.

Sugar shared almost the same fate. The pre-war peak of 3,000,000 pounds shrunk 90% after 1815. Molasses and coffee importations, however, compared favorably to former years. In 1828, came the first noticeable decrease, to be followed by fluctuations of a downward tendency. Coffee disappeared in 1838 and in 1842 only 11,000 gallons of molasses were imported.

By the year 1841, arrivals from the West Indies had dropped to two a year and the trade with these islands was a thing of the past altho a cargo of salt, sugar or molasses came occasionally.

Coal from Liverpool began to arrive at Portsmouth in quantities soon after 1820 and for ten years it formed the chief article brought into the State from abroad. By 1830, British North America began to export wood and coal. Wood for fuel was delivered for \$3.00 per cord and with the assessment of an import duty of 30%, the price dropped to \$1.25 per cord.

Salt, extensively used for preservation of fish and provisions, was another item of importance and Portsmouth vessels plied to Isle Rhe, Sardinia, England, Spain, Isle of Mayo, Portugal, Bonaire and the West Indies for it. And so, too, Portsmouth vessels scoured the foreign markets for alcoholic beverages.. On the list, one would find wine from Sicily, the Isle of Mayo, France, Sardinia, Madeira, Tenereiffe, Burgundy and Malaga; cognac, liqueurs and champagne from France, porter from England, gin from Holland and rum from the West Indies. And to these might be added noyau and shrub from the West Indies.

Trade in skins and hair, unusual as it may seem, engaged the attention of many. Into the port of Portsmouth came goat skins from the Isle of Mayo, sheepskins from South America as far south as the Cape of Good Hope, horse hides and manes from Russia and for oddities deerskins, nutra skins, viscacha skins and tiger skins from South America, hare skins from Russia and seal skins from the South Seas. As for hair, there were horsehair from Russia and South America and hogshair from the former.

Among the unfamiliar items one might find rocoa, ticklenburgs, castanas and mule grease; the first being a coloring for butter etc, the second a coarse hair fabric from Holland made especially for the West Indies and the third Brazil nuts.

It seems proper to preface the list of importers who were active from the close of the War of 1812 to 1840 by laying to rest a misconception of long standing. It is generally believed that the fortunes of many New Hampshire families would have been credited to privateering but for the fact that it was considered a questionable way of amassing wealth and so was carefully concealed. The Portsmouth Custom House records reveal that of the many who invested money in the Portsmouth privateers, only a few escaped losing the sums won.

Of the thirteen privateers out of Portsmouth, the Private Armed Vessels NANCY, FOX, THOMAS, RANGER, MACEDONIAN and PORTSMOUTH made a profit while the SCIENCE, FIRST CONSUL, DART, MARS, SCIENCE, PORTSMOUTH PACKET and SQUANDO failed to return even the original investment. Investing in the losers we find George Melcher, Luke Leighton, Richard Tripe, Joseph Akerman, Nathaniel Gunnison, Elishe Whidden, Isaac Nelson,

John P. Ross, Daniel P. Brown, John Pelcher, James Shapley, Joseph S. Ayres, Stacy Hall, Nathan Priest, Peter Wilson, Henry Tredick, Jr., T. W. Penhallow, E. Folsom, Jr., George Long, Thomas Manning, Benjamin Morrill, J. M. Currier, Ebenezer Thompson, J. F. Parrott, Henry Goddard, Edmund Roberts, Joseph W. Salter, John Seaward, Marshal March, Stephen Pearse, Joshua Wentworth, Noah Smith, D. Ladd, J. W. March, Thomas Haven, G. W. Tuckerman, A. W. Bell, William Garland, Robert Harris, E. Wentworth, Isaac Webb, William Boyd, E. Hill and John Bowles.

On the other hand the two Shaws, Abraham and Thomas H., were most successful in their ventures. Thomas made his profits as master of the Privateers FOX, THOMAS and PORTSMOUTH and as a shareholder in the HANCY. Abraham was the sole owner of the Privateer THOMAS at one time, and shareholder in the FOX and the PORTSMOUTH, the two most popular and successful of the private armed vessels out of Portsmouth.

Other men who made a profit were Abel Harris, Thomas W. Penhallow, E. C. Parrott, John F. Parrott, William Flagg, Henry Salter, Langley Boardman and William Rice. And now to the importers from 1815 to 1840. Joseph Ayres dealt in sugar and molasses until 1824. Altho residing in Portsmouth in 1839, he apparently retired in 1824, ending a career of twenty years.

The Hales, William and Samuel, specialized in iron, ironware, china and earthenware from England, Sweden and Russia; William ceasing operations in 1830 and Samuel in 1835.

The Havens continued to be one of the most important families in New Hampshire. The firm of M. A. & J. Haven imported molasses and coffee from the West Indies and salt

coal, earthenware, ironware and white lead from England.

In the year 1822, they imported a cargo of iron from Cardiff, 13,180 gallons of wine and 101,150 pounds of raisins from Gibraltar, hemp, iron, bristles, ten bales horses' manes, 10 bales hare skins from Russia and a small quantity of molasses and coffee from the West Indies. In 1829, this firm, first appearing in 1806, dissolved and disappeared from the records.

Thomas Haven divided his attention between the West Indies and Liverpool, importing from the former, molasses and coffee and from the latter, salt and coal. He quit in 1826, John and Henry were other Havens in commercial circles.

The Ladds, Henry and Alexander, starting in 1806, continued their activities as a unit until 1826, purchasing considerable quantities of molasses, sugar and coffee from the West Indies, rice, horsehair, tapioca from Brazil, salt and lemons from Lisbon, hemp and sailcloth from Russia and salt and ironware from England. The partnership was broken in 1826 as far as foreign trade was concerned and disappeared altogether in 1834. The new firm of C. H. and A. H. Ladd replaced them in 1838 but unfortunately Portsmouth's dealings with foreign countries except for the purchase of salt, coal, plaster and firewood was at an end.

John P. Lord imported 72,000 pounds of sugar, 1500 gallons molasses from the West Indies and salt, coal, porter, grindstones and earthenware from England. Augusts Lord first appeared in 1819 and within two years became of first importance but his career was short, ending in 1826.

In 1821, Augustus brought from Gibraltar 14,630 pounds of raisins and 1,604 pounds of almonds. Sam Lord, at first, at first in partnership with John, continued independently from 1820 to 1827.

The Shapleys, Reuben and James, were sea captains and merchants. In 1824, Reuben ended his activities, his place being taken by Ann Shapley. Two years later, Ann's name ceased to appear in the custom house records. James continued until 1829,

Abram Shaw specialized in the products of the West Indies. In 1818, he imported 23,363 pounds of coffee; in 1817, 55,000 pounds of coffee; in 1819 24,230#; in 1821 #12,000# and in 1823 nearly 20,000 pounds. He made his last importation in 1827.

The Sheafes were, no doubt, the most important importers in Portsmouth. In 1815, there were Jacob, Thomas, James, John, Theodore, William, Mark, Samuel and Edmund Q. Jacob, the oldest of the group made just one importation after 1815, which consisted of 10,400 gallons of molasses and 726 gallons of rum. Thomas brought in from England salt, copper spikes, ironware and earthenware and from Russia hemp, iron and duck. He quit business in 1823.

James Sheafe imported in 1816, wine and brandy from France. in 1817, 1818 and 1820, salt, iron shot, porter and earthenware from Liverpool; in 1822, salt and 35,000 pounds of coffee from the West Indies; in 1824, glassware and duck cloth from Saint Ubes and in 1828 and 1827 wool from South America. Theodore Sheafe, too, traded chiefly with the West Indies and South America. Besides the usual importations of molasses, rum,

sugar and coffee, he purchased in 1821, 12,000 pounds of tobacco from Cuba and steel and iron from England. In 1824, he received from the West Indies 22,000 gallons of molasses, 8,000 gallons of rum, and small quantities of sugar and coffee. His career ended in 1828.

John Sheafe started in 1821 to purchase in England steel, ironware and earthenware which practice he continued until 1832. Samuel Sheafe engaged in the same business, outlasting John by six years. William Sheafe imported salt and coal from England in 1817; 2,631 gallons of rum, 5,591 pounds of coffee, 14,367 pounds of sugar in 1818; coal and iron from England in 1831 and 196,966 pounds of sugar in 1835.

From 1816 to 1838, Edmund Q. Sheafe dealt extensively in coffee, his best year being 1832 when he brought in 29,418 pounds. Mark Sheafe, the last Sheafe, brought in 1000 pounds of old copper in 1838.

To these old families were added several individuals and firms. Leonard Cotton imported molasses, coffee and sugar from the West Indies. Charles Cushing dealt heavily in the produce of the West Indies until 1834. Jacob Cutter, from 1825 to 1831, traded chiefly in coffee, his best year being 1825 when he imported 110,000 pounds. He reached his zenith in 1828. Ebenezer Wheelwright, Jr., of Exeter dealt heavily in coffee, cotton and cocoa from 1823 to 1832. Joseph Upham started his importing career in 1833 just as his competitors were finishing and for several years brought in all the molasses, sugar and coffee imported at Portsmouth.

There were several firms and partnerships of importance. Ruggs and Cleaves from 1829 to 1835 traded in coffee. Pickering and Sherburne, probably Portsmouth's largest hardware store from 1822 to 1825, imported most of their iron and steel and their products from England. In 1825, Charles Flunt took the place of Pickering, thus forming the concern of Sherburne and Flunt which imported its stock from England until 1827. During this same period, the firm of Taylor and Waldron imported considerable earthenware and crockery from England.

Other importers of note were Jonathan Folsom in 1817, Nathaniel Folsom from 1817 to 1830, William Goddard from 1829 to 1833, Richard Jenness from 1827 to 1837, Thomas Leigh of South Berwick in 1818 and 1819, George Moody from 1823 to 1832, Thomas Neil from 1816 to 1821, Enoch G. Parrott from 1816 to 1827, William Perkins and Son of Dover from 1822 to 1827, Robert and John Rice from 1817 to 1834, Joseph and John Salter from 1817 to 1833, E. F. and J. G. Sise from 1819 to 1838.

It is to be regretted that it is practically impossible to determine the extent of foreign trade to and from the interior ports of Exeter, Newmarket, Durham, Dover, Berwick and Kittery. As the early commerce of the State was to a great degree a barter trade, a large part of the imports from the West Indies and South America consigned to the merchants of these towns were transferred at Portsmouth to vessels going to Europe, the undetermined remainder going into the interior. Ordinarily, this portion could be

calculated since customs records reveal the names of the merchants but these same records do not state whether the persons are agents for others or ultimate consignees of the goods in question.

There is no doubt that considerable quantities went up and down the Piscataqua for in addition to the ships and other large vessels that occasionally went up river there was an elaborate "packet" system. To quote from the Portsmouth Directory of 1839:

"The following is a list of packets which ply between this place and Towns at the head of the river. Most of them are decked boats of from 15 to 20 tons, each rigged with a 'latteen' sail. They usually have full freights up, and many passengers. The beautiful and picturesque scenery on both sides of the river render this to the traveller a most delightful and pleasant mode of conveyance.

Fare to or from either of the places mentioned below, $12\frac{1}{2}\%$.

Berwick Packet. Ceres Moses Varney.

Dover " Washington Stephen Twombly.

" " Traveller John Sales.

" " FOX Samuel Twombly.

Durham " no name George Hull.

Ex-ter " no names; owned by Jos. Fernald, who is also Master of one of them; there is no particular Master to the other.

N. Market " Lion Zebulon Doe

H.B. The Berwick, Dover, Durham and New Market Packets lay at Heirs Isaac Rindge's wharf, rear J.M. Mathes' store;

generally making a trip daily, Sundays excepted. No regular time of starting, as the time varies with the tide.

The Exeter Packets lay at Haven & Ladd's wharf; these boats are somewhat larger than the other packets (excepting the Washington) and carry, one 40 and the other 30 tons of freight. No regular time of sailing, but go according to tide-usually make a trip once a week and sometimes twice. Capt. Fernald has been engaged in this business 23 years and has done all the freighting during that time between this place and Exeter. It is 27 miles from Ports. to Exeter by water.

This treatise will be concluded by a table showing the duties collected at the port of Portsmouth from 1790 to 1820 and the duties and values of imports and exports from 1820 to 1850. The figures were obtained from the custom house records and vary slightly from tables appearing in other places. This is due to the fact that original duties assessed (which are the figures used in the tables) were subject to a reduction if certain conditions were met and if allowances were made for damaged merchandise. The latter also made differences in the values of imports. In no case, is the difference more than 5% and can therefore be accepted as correct.

It will be noted that after 1820 the duties in some instances exceed the import values while in South America the reverse is true. Where salt was the chief article in foreign trade, the duties exceeded the value as the rate of five cents a bushel was nearly double the cost of the salt. In the South American trade, the importation of hides and skins furnished the bulk and they were free of duty.

37
TABLE OF DUTIES.

(Duties)

1790.

| <u>Country.</u> | | | <u>Country</u> | <u>Arrivals</u> | <u>Duties.</u> |
|--------------------|----|-----------|----------------|-----------------|----------------|
| West Indies | 58 | 12,112.20 | England | 12 | 2,702.48 |
| South America | 3 | 467.14 | Ireland | 1 | 39.42 |
| TOTAL | 61 | 12,579.34 | Scotland | 1 | 33.29 |
| " Europe | 30 | 4,385.85 | France | 4 | 126.04 |
| <u>GRAND TOTAL</u> | 91 | 16,965.19 | Holland | 1 | 204.82 |
| | | | Belgium | 1 | 41.67 |
| | | | Canada | 8 | 622.47 |
| | | | Other | 2 | 615.66 |
| | | | | 30 | 4,385.85 |

1791.

| | | | | | |
|--------------------|----|-----------|----------|----|----------|
| West Indies | 52 | 23,864.07 | England | 17 | 5,389.19 |
| South America | 3 | 1,889.03 | Ireland | 3 | 121.09 |
| Total | 55 | 25,753.10 | Scotland | 1 | 57.66 |
| " Europe | 25 | 6,387.35 | Germany | 1 | 302.85 |
| <u>GRAND TOTAL</u> | 80 | 32,140.45 | Belgium | 1 | 101.40 |
| | | | Canada | 1 | 1.94 |
| | | | Other | 1 | 414.22 |
| | | | | 25 | 6,387.35 |

1792.

| <u>Country</u> | <u>Arrivals</u> | <u>Duties</u> | <u>Country</u> | <u>Arrivals</u> | <u>Duties</u> |
|----------------|-----------------|---------------|----------------|-----------------|---------------|
| West Indies | 60 | 31,263.70 | England | 26 | 9,337.63 |
| South America | 2 | 1,206.69 | Ireland | 3 | 163.15 |
| TOTAL | 62 | 32,470.39 | Scotland | 1 | 77.71 |
| Europe etc | 37 | 13,028.73 | France | 2 | 1,428.00 |
| TOTAL | 99 | 45,499.12 | Belgium | 1 | 360.29 |
| | | | Portugal | 1 | 384.45 |
| | | | Holland | 1 | 585.56 |
| | | | Canada | 1 | 30.86 |
| | | | Other | 1 | 661.08 |
| | | | | 37 | 13,028.73 |

1793.

| | | | | | |
|---------------|----|-----------|----------|----|----------|
| West Indies | 42 | 44,262.67 | England | 10 | 3,235.54 |
| South America | 3 | 1,233.75 | Holland | 1 | 943.21 |
| TOTAL | 45 | 45,496.42 | Portugal | 1 | 922.38 |
| " Europe etc | 14 | 6,259.38 | Africa | 1 | 374.16 |
| GRANDTOTAL | 59 | 51,755.80 | Canada | 1 | 784.09 |
| | | | TOTAL | 14 | 6,259.38 |

1794.

| | | | | | |
|---------------|----|-----------|----------|---|----------|
| West Indies | 41 | 39,528.08 | England | 3 | 2,094.86 |
| South America | 4 | 4,600.70 | Ireland | 1 | 186.69 |
| TOTAL | 45 | 44,128.78 | Germany | 2 | 2,728.26 |
| " Europe etc | 9 | 7,674.43 | Holland | 1 | 230.03 |
| GRANDTOTAL | 54 | 51,803.21 | Portugal | 1 | 2,330.69 |
| | | | Other | 1 | 103.90 |
| | | | Total | 9 | 7,674.43 |

1798.

| <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> | <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> |
|----------------|-----------------|---------------|----------------|-----------------|---------------|
| West Indies | 46 | 58,730.17 | England | 6 | 7,557.92 |
| South America | 11 | 19,123.29 | Russia | 1 | 3,361.82 |
| TOTAL | 57 | 77,853.46 | Canada | 2 | 40.70 |
| " Europe etc | 14 | 19,001.50 | Other | 5 | 8,041.06 |
| GRAND TOTAL | 71 | 96,854.96 | TOTAL | 14 | 19,001.50 |

1799.

| | | | | | |
|---------------|----|------------|----------|----|-----------|
| West Indies | 65 | 90,206.24 | England | 1 | 557.38 |
| South America | 10 | 9,808.03 | Germany | 1 | 1,350.22 |
| TOTAL | 75 | 100,014.27 | Portugal | 1 | 1,211.26 |
| " Europe etc | 13 | 19,889.70 | Russia | 1 | 4,204.92 |
| GRAND TOTAL | 88 | 119,903.97 | Spain | 2 | 6,717.14 |
| | | | Canada | 3 | 45.58 |
| | | | Other | 4 | 5,803.20 |
| | | | TOTAL | 13 | 19,889.70 |

1800.

| | | | | | |
|---------------|-----|------------|----------|----|-----------|
| West Indies | 71 | 97,585.67 | England | 7 | 13,788.67 |
| South America | 11 | 16,634.42 | Germany | 1 | 521.05 |
| TOTAL | 82 | 114,220.09 | Portugal | 3 | 4,716.22 |
| " Europe etc | 27 | 48,774.02 | Prussia | 1 | 5,167.15 |
| GRAND TOTAL | 109 | 162,994.11 | Russia | 2 | 6,976.55 |
| | | | Spain | 1 | 5,823.93 |
| | | | Canada | 3 | 97.23 |
| | | | Other | 9 | 11,683.22 |
| | | | TOTAL | 27 | 48,774.02 |

1801.

| <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> | <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> |
|----------------|-----------------|------------------|----------------|-----------------|-----------------|
| West Indies | 63 | 102,675.75 | England | 9 | 13,631.03 |
| South America | <u>15</u> | <u>27,677.82</u> | Holland | 1 | 2,753.03 |
| TOTAL | 78 | 130,353.57 | Portugal | 1 | 2,312.64 |
| " EUROPE etc | <u>23</u> | <u>35,005.58</u> | Russia | 1 | 6,407.16 |
| GRAND TOTAL | 101 | 165,359.15 | Calcutta | 1 | 3,728.56 |
| | | | Canada | 5 | 830.47 |
| | | | Other | <u>5</u> | <u>5,342.69</u> |
| | | | TOTAL | 23 | 35,005.58 |

1802.

| | | | | | |
|---------------|-----------|------------------|----------------|----------|-----------------|
| West Indies | 61 | 88,046.05 | England | 1 | 1,533.96 |
| South America | <u>17</u> | <u>25,261.86</u> | Cape Good Hope | 1 | 1,803.30 |
| TOTAL | 78 | 113,307.91 | Germany | 2 | 2,074.80 |
| " Europe etc | <u>21</u> | <u>39,317.71</u> | Holland | 1 | 3.45 |
| GRAND TOTAL | 99 | 152,625.62 | Portugal | 2 | 3,540.51 |
| | | | Russia | 2 | 4,396.16 |
| | | | Spain | 2 | 6,523.23 |
| | | | Canada | 2 | 2,707.22 |
| | | | India | 1 | 9,346.16 |
| | | | Other | <u>7</u> | <u>7,388.92</u> |
| | | | TOTAL | 21 | 39,317.71 |

1803.

| | | | | | |
|---------------|-----------|------------------|----------|----------|------------------|
| West Indies | 52 | 77,254.25 | England | 4 | 6,716.50 |
| South America | <u>24</u> | <u>61,351.75</u> | Denmark | 1 | 1,322.28 |
| TOTAL | 76 | 138,606.00 | Germany | 1 | 90.60 |
| " Europe etc | <u>24</u> | <u>26,475.87</u> | Portugal | 3 | 2,356.32 |
| GRAND TOTAL | 100 | 165,081.87 | Russia | 1 | 3,783.90 |
| | | | Spain | 1 | 1,071.83 |
| | | | Canada | 7 | 154.19 |
| | | | Other | <u>6</u> | <u>10,980.25</u> |
| | | | TOTAL | 24 | 26,475.87 |

1804

| <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> | <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> |
|----------------|-----------------|---------------|----------------|-----------------|---------------|
| West Indies | 46 | 85,694.34 | England | 3 | 24,195.63 |
| South America | 29 | 89,140.70 | France | 1 | 12.46 |
| TOTAL | 75 | 174,835.04 | Holland | 2 | 8,483.66 |
| " Europe etc | 20 | 34,215.52 | Portugal | 1 | 750.70 |
| GRAND TOTAL | 95 | 209,050.56 | Spain | 1 | 5,836.66 |
| | | | Canada | 5 | 1,799.45 |
| | | | Other | 7 | 13,135.94 |
| | | | TOTAL | 20 | 34,215.52 |

1805.

| | | | | | |
|---------------|----|------------|---------|----|-----------|
| West Indies | 48 | 109,047.17 | England | 2 | 1,405.27 |
| South America | 14 | 31,517.37 | France | 2 | 11,980.28 |
| TOTAL | 62 | 140,564.54 | Russia | 1 | 3,289.64 |
| " Europe etc | 13 | 29,690.72 | Spain | 2 | 4,697.28 |
| GRAND TOTAL | 75 | 170,255.26 | Canada | 1 | 58.32 |
| | | | Other | 5 | 8,259.93 |
| | | | TOTAL | 13 | 29,690.72 |

1806/

| | | | | | |
|---------------|----|------------|---------|----|-----------|
| West Indies | 56 | 141,582.82 | England | 7 | 21,148.69 |
| South America | 13 | 46,441.94 | Ireland | 1 | 103.08 |
| TOTAL | 69 | 188,024.76 | Holland | 2 | 384.35 |
| " Europe etc | 19 | 33,855.42 | Russia | 1 | 459.16 |
| GRAND TOTAL | 88 | 221,880.18 | Spain | 1 | 2,049.21 |
| | | | India | 1 | 2,765.95 |
| | | | Canada | 3 | 1,505.46 |
| | | | Other | 3 | 5,439.51 |
| | | | TOTAL | 19 | 33,855.42 |

1807.

| <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> | <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> |
|----------------|-----------------|---------------|----------------|-----------------|---------------|
| West Indies | 50 | 97,819.56 | England | 5 | 6,684.60 |
| South America | 15 | 49,165.90 | Holland | 1 | 1,136.89 |
| TOTAL | 65 | 146,985.46 | Portugal | 2 | 3,148.31 |
| " Europe etc | 15 | 30,519.71 | Spain | 1 | 947.01 |
| GRAND TOTAL | 80 | 177,505.17 | Russia | 3 | 15,182.23 |
| | | | Other | 3 | 3,420.67 |
| | | | TOTAL | 15 | 30,519.71 |

1808.

| | | | | | |
|---------------|----|-----------|---------|---|----------|
| West Indies | 15 | 32,303.90 | England | 3 | 259.06 |
| South America | 6 | 27,131.73 | Sicily | 1 | 1,262.07 |
| TOTAL | 21 | 59,435.61 | TOTAL | 4 | 1,521.13 |
| " Europe etc. | 4 | 1,521.13 | | | |
| | 25 | 60,956.74 | | | |

1809.

| | | | | | |
|---------------|----|-----------|---------|----|-----------|
| West Indies | 19 | 27,800.56 | England | 5 | 2,507.43 |
| South America | 10 | 13,954.52 | Spain | 1 | 50.93 |
| TOTAL | 29 | 41,755.08 | Sweden | 2 | 4,703.23 |
| " Europe etc | 13 | 12,748.47 | Canada | 4 | 4,138.33 |
| GRAND TOTAL | 42 | 54,503.55 | Other | 1 | 1,348.55 |
| | | | TOTAL | 13 | 12,748.47 |

1810.

| | | | | | |
|---------------|----|-----------|----------|----|-----------|
| West Indies | 23 | 27,962.09 | England | 6 | 4,655.21 |
| South America | 6 | 15,571.11 | Scotland | 2 | 842.93 |
| TOTAL | 29 | 43,533.20 | Portugal | 1 | 29.27 |
| EUROPE TOTAL | 19 | 17,570.34 | Russia | 1 | 4,327.59 |
| GRAND TOTAL | 48 | 61,103.54 | Spain | 2 | 25.18 |
| | | | Sweden | 3 | 6,202.25 |
| | | | Other | 4 | 1,487.91 |
| | | | TOTAL | 19 | 9,109.24 |
| | | | | | 17,570.34 |

1811.

| <u>Country</u> | <u>Arrivals</u> | <u>Duties</u> | <u>Country</u> | <u>Arrivals</u> | <u>Duties</u> |
|----------------|-----------------|---------------|----------------|-----------------|---------------|
| West Indies | 25 | 38,659.14 | England | 1 | 1,599.30 |
| South America | 12 | 30,889.86 | Scotland | 1 | 65.21 |
| TOTAL | 37 | 69,549.00 | Russia | 1 | 7,408.49 |
| " Europe etc | 6 | 9,109.24 | Other | 3 | 36.24 |
| GRAND TOTAL | 43 | 78,658.24 | TOTAL | 6 | 9,109.24 |

1816.

| | | | | | |
|---------------|----|-----------|----------|----|-----------|
| West Indies | 32 | 43,382.78 | England | 2 | 3,271.61 |
| South America | | | France | 1 | 1,193.13 |
| TOTAL | 32 | 43,382.78 | Portugal | 3 | 6,226.55 |
| " Europe etc | 13 | 19,213.38 | Spain | 2 | 4,502.31 |
| GRAND TOTAL | 45 | 62,596.16 | Sweden | 1 | 3,210.52 |
| | | | Canada | 4 | 809.26 |
| | | | TOTAL | 13 | 19,213.38 |

1817.

| | | | | | |
|---------------|----|-----------|----------|----|-----------|
| West Indies | 32 | 35,181.29 | England | 7 | 11,946.29 |
| South America | 1 | 1,036.94 | Spain | 2 | 3,608.38 |
| TOTAL | 33 | 36,218.23 | Isle May | 2 | 3,845.08 |
| " Europe etc | 17 | 48,201.63 | Madeira | 2 | 2,868.78 |
| GRAND TOTAL | 50 | 84,419.86 | Portugal | 1 | 1,714.29 |
| | | | India | 1 | 23,327.76 |
| | | | Canada | 1 | 16.14 |
| | | | Other | 1 | 874.91 |
| | | | TOTAL | 17 | 48,201.63 |

1818.

| <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> | <u>COUNTRY</u> | <u>ARRIVALS</u> | <u>DUTIES</u> |
|----------------|-----------------|---------------|----------------|-----------------|---------------|
| West Indies | 28 | 42,069.07 | England | 14 | 25,195.79 |
| South America | 4 | 5,753.68 | France | 1 | 46.20 |
| TOTAL | 32 | 47,822.75 | Isle May | 2 | 3,781.05 |
| " Europe etc | 32 | 54,362.41 | Madeira | 1 | 730.11 |
| GRAND TOTAL | 64 | 102,185.16 | Russia | 2 | 12,191.11 |
| | | | Portugal | 6 | 7,619.75 |
| | | | Sweden | 1 | 3,210.52 |
| | | | Canada | 4 | 817.88 |
| | | | Other | 1 | 770.00 |
| | | | TOTAL | 32 | 54,362.41 |

1819.

| | | | | | |
|---------------|----|-----------|----------|----|-----------|
| West Indies | 31 | 43,205.94 | England | 9 | 19,658.48 |
| South America | 2 | 1,788.69 | Scotland | 1 | 390.50 |
| TOTAL | 33 | 44,994.63 | France | 1 | 2,620.04 |
| " Europe etc | 30 | 46,547.26 | Isle May | 2 | 1,304.90 |
| GRAND TOTAL | 63 | 91,541.89 | Portugal | 10 | 11,638.50 |
| | | | Spain | 2 | 4,298.92 |
| | | | Canada | 5 | 1,890.92 |
| | | | TOTAL | 30 | 46,547.26 |

1820

| | | | | | |
|---------------|----|------------|----------|----|-----------|
| West Indies | 47 | 37,851.14 | England | 19 | 46,047.95 |
| South America | 2 | 3,314.61 | Spain | 2 | 6,069.14 |
| TOTAL | 49 | 41,165.75 | Germany | 1 | 3,458.75 |
| " Europe etc | 30 | 67,000.72 | Portugal | 4 | 9,607.98 |
| GRAND TOTAL | 79 | 108,166.47 | Scotland | 1 | 179.70 |
| | | | Canada | 3 | 1,637.20 |
| | | | TOTAL | 30 | 67,000.72 |

| <u>COUNTRY</u> | <u>No. Arr.</u> | <u>1821</u> | | <u>46</u> | <u>(Duties)</u> |
|----------------|-----------------|--------------|--------------|---------------|----------------------|
| | | <u>Value</u> | <u>Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
| West Indies | 30 | 88,163 | | 26,103.42 | |
| South America | 1 | 1,594 | | 563.28 | |
| England | 8 | 29,714 | | 20,592.64 | |
| Spain | 3 | 4,187 | | 6,192.34 | |
| Denmark | 1 | 10,119 | | 2,054.12 | |
| Gibraltar | 1 | 15,982 | | 6,104.84 | |
| Italy | 1 | 95,323 | | 8,555.55 | |
| Russia | 1 | 35,445 | | 8,403.13 | |
| Portugal | 3 | 4,089 | | 5,879.62 | |
| Canada | 1 | 200 | | 199.50 | |
| | 50 | 284,816 | | 84,649.04 | 240,800 |

| | | <u>1822</u> | | | |
|---------------|----|-------------|--|------------|---------|
| West Indies | 39 | 190,497.92 | | 56,394.92 | |
| South America | 1 | 27,453 | | 1,289.24 | |
| England | 15 | 63,462 | | 36,473.70 | |
| Wales | 1 | 7,522 | | 4,091.91 | |
| Smyrna | 1 | 8,644 | | 3,536.16 | |
| Gibraltar | 1 | 1,209 | | 615.00 | |
| Sweden | 2 | 30,401 | | 8,408.30 | |
| Russia | 3 | 103,606 | | 22,992.74 | |
| Portugal | 11 | 12,631 | | 22,652.12 | |
| Canada | 2 | 994 | | 154.96 | |
| | 76 | 446,419 | | 156,609.05 | 199,699 |

1823

| <u>COUNTRY</u> | <u>No. Arrs.</u> | <u>Value Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|------------------|--------------------|---------------|----------------------|
| West Indies | 32 | 130,098 | 33,868.65 | |
| South America | 8 | 60,973 | 8,211.41 | |
| England | 18 | 71,857 | 39,858.72 | |
| Germany | 2 | 8,877 | 2,550.49 | |
| Portugal | 16 | 20,203 | 30,996.70 | |
| Sweden | 4 | 64,005 | 17,992.66 | |
| | 80 | 356,013 | 133,478.63 | 237,705 |

1824

| | | | | |
|---------------|----|---------|------------|---------|
| West Indies | 26 | 103,085 | 40,840.90 | |
| South America | 14 | 75,721 | 19,821.34 | |
| England | 9 | 33,344 | 22,965.00 | |
| Gibraltar | 1 | 375 | 511.00 | |
| Portugal | 8 | 13,088 | 19,308.82 | |
| Canada | 1 | 3,607 | 131.61 | |
| | 59 | 229,220 | 103,578.67 | 185,383 |

1825

| | | | | |
|---------------|----|---------|------------|---------|
| West Indies | 23 | 94,134 | 37,247.53 | |
| South America | 17 | 121,602 | 17,652.05 | |
| England | 25 | 114,710 | 66,999.60 | |
| Portugal | 2 | 3,190 | 5,049.01 | |
| Spain | 1 | 1,000 | 1,874.49 | |
| Gibraltar | 1 | 2,117 | 2,117.00 | |
| Russia | 1 | 32,411 | 8,027.63 | |
| Canada | 2 | 3,816 | 71.19 | |
| | 72 | 372,980 | 139,038.50 | 198,686 |

1826

| <u>COUNTRY</u> | <u>No Arrs.</u> | <u>Value Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|-----------------|--------------------|---------------|----------------------|
| West Indies | 23 | 100,728 | 38,759.07 | |
| South America | 10 | 80,139 | 15,647.70 | |
| England | 15 | 80,958 | 39,264.44 | |
| Germany | 1 | 2,915 | 2,161.42 | |
| Portugal | 8 | 17,637 | 21,547.52 | |
| Russia | 2 | 57,407 | 13,558.62 | |
| Sweden | 2 | 39,069 | 11,713.75 | |
| Canada | 2 | 5,363 | 62.87 | |
| | 63 | 384,216 | 142,715.39 | 167,075 |

1827.

| | | | | |
|---------------|----|---------|------------|---------|
| West Indies | 21 | 112,100 | 36,129.92 | |
| South America | 5 | 33,865 | 5,012.61 | |
| England | 18 | 63,621 | 44,904.62 | |
| Gibraltar | 1 | 2,173 | 3,090.78 | |
| Russia | 3 | 29,020 | 7,232.28 | |
| Portugal | 4 | 3,260 | 9,259.81 | |
| Sweden | 2 | 38,133 | 11,482.07 | |
| | 54 | 282,172 | 117,112.09 | 177,938 |

1828

| | | | | |
|---------------|----|---------|------------|---------|
| West Indies | 24 | 91,990 | 58,007.67 | |
| South America | 8 | 55,760 | 32,946.15 | |
| England | 4 | 18,528 | 13,119.36 | |
| Exuma | 1 | 1,190 | 2,247.06 | |
| Russia | 3 | 121,862 | 26,443.52 | |
| Portugal | 1 | 884 | 2,062.50 | |
| | 41 | 290,214 | 134,826.26 | 124,433 |

1829

| <u>COUNTRY</u> | No. | Arrs. | Value Imps. | Duties | Value Exports |
|----------------|-----|-------|-------------|-----------|---------------|
| West Indies | 10 | | | 24,832.48 | |
| South America | 1 | | | 18,513.83 | |
| England | 5 | | | 12,753.96 | |
| Portugal | 9 | | | 23,872.85 | |
| Russia | 1 | | | 10,279.27 | |
| Spain | 5 | | | 12,446.88 | |
| Sweden | 2 | | | 12,294.53 | |
| Sicily | 1 | | | 3,143.34 | |

34

118,187.14

105,740

1830.

| | | | | |
|---------------|----|---------|-----------|--------|
| West Indies | 15 | 62,780. | 25,002.11 | 71,217 |
| South America | 1 | 1,472 | | 20,300 |
| England | 9 | 19,349 | 20,495.67 | |
| Gibraltar | 1 | 840 | | |
| Portugal | 2 | 4,815 | 4,028.75 | |
| Spain | 3 | 2,273 | 5,825.47 | |
| Ivica | 1 | 500 | 1,930.49 | |
| Canada | 5 | 584 | | |

37

92,613

57,282.49

91,517

1831.

| | | | | |
|---------------|----|--------|-----------|---------|
| West Indies | 17 | 43,329 | 16,178.22 | 113,032 |
| South America | 1 | 34,859 | 11,246.33 | 9,303 |
| Canada | 2 | 1,035 | 579.15 | |
| England | 13 | 27,839 | 27,273.44 | |
| Portugal | 2 | 2,907 | 4,213.22 | |
| So. Seas | 1 | 14,515 | | |
| Spain | 1 | 615 | 1,414.66 | |

37

125,099

60,905.02

122,335

| <u>COUNTRY</u> | <u>No. Arrs.</u> | <u>Value</u> ¹⁸³² <u>Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|------------------|---|---------------|----------------------|
| West Indies | 19 | 83,355 | 16,330.61 | 118,300 |
| South America | | | | 7,652 |
| Canada | 6 | 1,444 | 1,360.24 | |
| Cape Verde | 2 | 4,158 | 3,698.83 | 4,856 |
| England | 9 | 28,018 | 20,002.24 | |
| France | 1 | 1,035 | 1,341.00 | |
| Portugal | 2 | 2,123 | 2,006.47 | |
| Spain | 4 | 1,594 | 872.02 | |
| | 43 | 121,727 | 45,611.41 | 130,808 |

| <u>COUNTRY</u> | <u>No. Arrs.</u> | <u>Value</u> ¹⁸³³ <u>Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|------------------|---|---------------|----------------------|
| West Indies | 10 | 99,046 | 31,705.65 | 98,509 |
| South America | | | | 36,337 |
| Africa | 1 | 2,534 | | |
| Canada | | 90 | | |
| Cape Verdi | | | | 1,759 |
| England | 8 | 27,654 | 15,319.17 | |
| Gibraltar | 1 | 765 | 515.73 | |
| Portugal | 3 | 4,565 | 5,198.49 | |
| Russia | 1 | 24,654 | 8,427.46 | |
| Spain | 1 | 3,017 | 1,212.32 | |
| | 25 | 162,325 | 62,378.82 | 136,605 |

| <u>COUNTRY</u> | <u>No. Arrs.</u> | <u>Value</u> ¹⁸³⁴ <u>Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|------------------|---|---------------|----------------------|
| West Indies | 10 | 57,906 | 9,486.38 | 46,294 |
| South America | | | | 26,392 |
| Canada | | 460 | | |
| England | 10 | 27,267 | 14,916.46 | |
| Holland | 1 | 1,315 | | |

1834 concluded

| <u>COUNTRY</u> | <u>No. Arrs.</u> | <u>Value Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|------------------|--------------------|---------------|----------------------|
| Portugal | 9 | 9,528 | 10,132.02 | |
| Scotland | 1 | 1,617 | 660.06 | |
| South Seas | 1 | 18,000 | | |
| Spain | 2 | 1,334 | 2,006.82 | |
| | 34 | 117,427 | 37,201.74 | 72,686 |

1835

| | | | | |
|---------------|----|----------|-----------|--------|
| West Indies | 8 | 35,162.1 | 8,746.10 | 34,807 |
| South America | 1 | 10,193 | 4,801.36 | 12,620 |
| Canada | 3 | 617 | 187.12 | |
| Cape Verde | | | | 8,379 |
| England | 6 | 19,485 | 10,141.18 | |
| Portugal | 1 | 1,821 | 2,171.11 | |
| South Seas | 2 | 33,000 | 4,772.80 | |
| Spain | 3 | 2,872 | 4,679.60 | |
| Sweden | 1 | 23,426 | 7,111.31 | |
| | 25 | 126,576 | 37,837.78 | 55,806 |

1836

| | | | | |
|---------------|----|---------|-----------|--------|
| West Indies | 5 | 11,347 | 4,150.29 | 5,060 |
| South America | | | | 3,995 |
| Canada | 10 | 1,490 | 789.07 | 357 |
| Cape Verde | | | | 13,132 |
| England | 2 | 6,945 | 3,832.19 | |
| Portugal | 2 | 2,723 | 2,703.05 | |
| South Seas | 2 | 71,750 | | |
| Spain | 4 | 9,495 | 5,303.76 | |
| | 25 | 103,750 | 16,778.36 | 22,544 |

COU

1837

| <u>COU TRY</u> | <u>No. Arrs.</u> | <u>Value Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|------------------|--------------------|---------------|----------------------|
| West Indies | 6 | 11,921 | 5,416.54 | 22,857 |
| South America | | | | 37,032 |
| Canada | 10 | 2,395 | 1,301.95 | 102 |
| Cape Verde | | | | 1,916 |
| France | 1 | 10,500 | | |
| England | 13 | 45,282 | 17,638.85 | |
| Portugal | 1 | 1,183 | 1,053.71 | |
| Spain | 3 | 8,552 | 3,859.16 | |
| | 34 | 79,833 | 29,270.21 | 61,907 |

1838

| | | | | |
|---------------|----|---------|-----------|--------|
| West Indies | 8 | 28,293 | 7,646.50 | 14,960 |
| South America | 2 | 21,462 | 2,243.68 | |
| Canada | 10 | 2,395 | 2,943.52 | 207 |
| Cape Verde | | | | 1,811 |
| England | 14 | 70,898 | 15,197.89 | |
| Portugal | 1 | 1,724 | 1,668.53 | |
| Scotland | 1 | 2,765 | 1,220.70 | |
| South Seas | 1 | 7,800 | | |
| Spain | 2 | 40,306 | 5,286.53 | |
| | 39 | 175,643 | 34,207.35 | 16,978 |

1839

| | | | | |
|---------------|----|--------|----------|--------|
| West Indies | 6 | 24,205 | 6,132.67 | 7,905 |
| South America | | | | 65,555 |
| Canada | 24 | 7,429 | 3,690.02 | 3,289 |
| England | 3 | 8,293 | 2,240.49 | |

| | | 53. 1839 concluded | | (Duties etc) |
|---------------|-----------|-----------------------|-----------|---------------|
| COUNTRY | No.Arres. | Value Imps | Duties | Value Exports |
| Portugal | 1 | 1,453 | 1,351.12 | |
| South Seas | 1 | 32,640 | 32, | |
| Spain | 3 | 3,470 | 4,004.45 | 732 |
| | 38 | 77,490 | 17,418.75 | 77,481 |
| <u>1840.</u> | | | | |
| West Indies | 5 | 15,695 | 5,197.88 | 3,932 |
| Canada | 54 | 8,000 | 3,016.43 | |
| England | 3 | 54,232 | 18,216.88 | |
| Wales | 1 | 30,000 | 15,643.28 | |
| France | 1 | 3,600 | | |
| Portugal | 5 | 8,558 | 7,066.57 | |
| Spain | 2 | 3,944 | 2,422.83 | |
| | 71 | 124,029 | 51,563.87 | 3,932 |
| <u>1841.</u> | | | | |
| West Indies | 2 | 4,397 | 1,411.72 | 14,343 |
| Canada | 45 | 8,612 | 3,184.76 | 4,240 |
| England | 7 | 62,793 | 32,592.35 | |
| Portugal | 2 | 6,094 | 3,043.08 | |
| Spain | 1 | 771 | 470.04 | |
| | 57 | 82,667 | 40,701.95 | 18,583 |
| <u>1842.</u> | | | | |
| West Indies | 2 | 2,291 | 595.33 | 7,259 |
| South America | | | | 3,298 |
| Canada | 88 | 1,554 | 965.56 | 7,961 |
| Cape Verde | | | | 2,530 |
| England | 3 | 35,283 | 12,876.47 | 35,064 |

1842 concluded

| <u>COUNTRY</u> | <u>No. Arrs.</u> | <u>Value Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|------------------|--------------------|---------------|----------------------|
| Germany | 1 | 4,000 | 4,000 | |
| Holland | | | | 13,621 |
| Portugal | 3 | 2,372 | 5,252.15 | |
| Spain | 3 | 14,356 | 3,084.26 | |
| Texas | | | | 256 |
| | 100 | 59,856 | 22,773.77 | 69,989 |

1843

| | | | |
|-------------|--------|-----------|-------|
| West Indies | 3,584 | 1,624.95 | 462 |
| Canada | 5,592 | 764.64 | 22 |
| Cape Verde | 1,173 | 1,17 | 5,173 |
| England | 27,249 | 6,498.83 | |
| Spain | 4,080 | 6,878.78 | |
| | 40,505 | 15,767.20 | 5,657 |

1844

| | | | |
|-------------|--------|----------|-------|
| West Indies | | | 1,469 |
| Canada | 4,364 | 2,139.82 | 1,068 |
| England | 12,114 | 8,276.32 | |
| Portugal | 5,730 | 5,430.84 | |
| Scotland | | 10.10 | |
| Spain | | | |
| Portugal | 761 | 1,075.17 | |

| | | | |
|--|--------|-----------|-------|
| | 22,969 | 16,932.25 | 2,537 |
|--|--------|-----------|-------|

1845.

| | | | |
|---------|--------|----------|-------|
| Canada | 4,842 | 2,462.82 | 1,806 |
| England | 3,338 | 2,806.85 | |
| Spain | 7,197 | 3,103.65 | |
| | 15,377 | 8,373.32 | 1,806 |

55
1846

(duties etc)

| <u>COUNTRY</u> | <u>No. arns</u> | <u>Value Imps.</u> | <u>Duties</u> | <u>Value Exports</u> |
|----------------|-----------------|--------------------|---------------|----------------------|
| West Indies | | 719 | 2,144.00 | |
| Canada | | 4,184 | 1,344.51 | 4,479 |
| England | | 1,735 | 1,155.06 | |
| Italy | | 1,472 | 967.75 | |
| Spain | | 2,609 | 4,374.95 | |
| | | 10,719 | 9,986.27 | 4,479 |

1847

| | | | | |
|-------------|--|--------|----------|-------|
| West Indies | | 2,140 | 428.04 | |
| Canada | | 5,604 | 1,347.20 | 1,911 |
| England | | 17,192 | 3,869.09 | |
| | | 24,936 | 5,644.33 | 1,911 |

1848

| | | | | |
|----------------|--|--------|-----------|-------|
| West Indies | | 4,054 | 441.75 | |
| Canada | | 13,585 | 3,164.03 | 5,053 |
| Cape Verde | | 1,853 | 370.50 | |
| North Atlantic | | 16,000 | | |
| England | | 39,249 | 11,774.86 | |
| Mexico | | | | 5,962 |
| Spain | | 1,434 | | |

76,175 15,751.14 11,015

1849

| | | | | |
|-------------|--|--------|-----------|-------|
| West Indies | | 9,509 | 2,852.63 | |
| Canada | | 9,436 | 2,097.00 | 5,445 |
| England | | 61,471 | 18,441.35 | |
| Spain | | 4,438 | 889.01 | 1,070 |
| | | 84,854 | 24,279.99 | 6,515 |

The heavily wooded banks of the Piscataqua River and its tributaries coupled with the barren soil and severe winters forced the early settlers of New Hampshire to eke their livelihoods out of the forests rather than thru their tillage of the soil. It was but natural, therefore, that lumbering and lumber manufactures, especially shipbuilding, became principal occupations at an early date. Little is known of the first shipbuilders but they must have been plying their trade soon after arrival in the new territory. The following list shows the construction from 1690 to 1714:

| YEAR | Exeter | Hampton | Kittery | N. Castle | Piscat. | Ports. | Other | Totals |
|------|--------|---------|---------|-----------|---------|--------|-------|------------------------------|
| 1690 | | 1- | 020 | | | | | 1- 20 |
| 1692 | | | | | 1- | 130 | | 1- 130 |
| 1694 | | 1- | 40 | | | 1- | 10 | 2- 50 |
| 1695 | | | 1- | 40 | | | | 1- 40 |
| 1696 | | | | | 2- | 160 | | 2- 160 |
| 1697 | | 1- | 20 | | 1- | 100 | 1- | 124 3- 244 |
| 1698 | | 2- | 60 | 1- | 25 | | | 3- 85 |
| 1699 | | 2- | 60 | | | | | 2- 60 |
| 1700 | | | | | 2- | 50 | | 2- 50 |
| 1701 | | | 2- | 160 | | | | 2- 160 |
| 1702 | | | 1- | 35 | | | 2- | 50 2- 85 |
| 1703 | | | 1- | 100 | | 1- | 40 | 2- 140 |
| 1704 | | | | | 2- | 100 | | 2- 100 |
| 1705 | 1- | 45 | 2- | 90 | 2- | 450 | 1- | 40 1- 85 1- 80 8- 790 |
| 1706 | | | | 7- | 1050 | 1- | 70 | 2- 100 1- 75 1- 150 12- 1445 |
| 1707 | | | 2- | 36 | 2- | 160 | | 1- 65 5 261 |
| 1708 | 1- | 50 | 1- | 70 | | | 1- | 18 1- 140 4- 278 |
| 1709 | | | | | 6- | 950 | | 6- 950 |
| 1710 | | | | 4- | 480 | | 1- | 80 5- 560 |
| 1711 | 1- | 120 | | 7- | 748 | 1- | 70 | 1- 50 10- 988 |

| | | | | | | | |
|-------|-------|--------|---------|-------|---------|--------|---------------|
| 1712 | 2- 84 | 5-295 | 1- 30 | | | | 8- 409 |
| 1713 | | 4-300 | | | | | 4- 300 |
| 1714 | | 1- 30 | | | | | 1 30 |
| <hr/> | | | | | | | |
| TOTAL | 5-299 | 12-396 | 38-3873 | 3-170 | 21-1818 | 4-310 | 5-469 88-7335 |
| | Exe. | Hptn. | Kitt. | N.C. | Piscat. | Ports. | Other TOTAL |

From the above figures, it appears that Kittery was the most active center during this period with Portsmouth including Piscataqua second. Kittery, too, was the leader in large sized vessels. Of the 27 vessels of 100 tons or over, 14 were built in Kittery; of the 8 over 200 tons, six were built in Kittery; of the three over 300 tons, all were built there.

The shipyards increased their activities as time went on. From 1760 to 1775, there were built in the Piscataqua region an average of from 30 to 40 vessels of two decks per year and many one decked vessels. Many of these were built for English merchants but this market was slowly lost on account of the fact that the vessels lasted only a few years due to faulty seasoning of the timber used in their construction.

The emblem of the State flag of New Hampshire is a vessel on the stocks indicating that at the time of its adoption, in 1784, shipbuilding had now become an industry of paramount importance. The building of a vessel in the late eighteenth century required initiative and experience. While oak for the timber and outside planks, white pine for the masts and spruce for the yards and top masts were close at hand, the pitch, turpentine, and tar had to be procured from the Carolinas, iron from Philadelphia and the hemp and sailcloth from Europe. The average cost of construction was \$25 per ton, or 95 cubic

feet of cargo space, and since the average vessel of the period was 200 tons, \$5,000 per vessel.

New Hampshire built vessels were faster and easier to handle than British vessels. They were not as durable however as the oak used in their construction was not allowed to season so long in the brine. This defect was offset by the fact that due to the extra weight, the English were forced to allow a crew of six or more for every hundred tons whereas the local vessels could be handled easily by five.

In 1789, documented at the Portsmouth Custom House were 74 vessels totally 8353 tons. From 1789 until 1813, when the declaration of war with England, put a temporary stop to shipbuilding, the yards in the Piscataqua section turned out 53,000 tons, 25,000 tons of which were sold out of the district. To the remaining 28,000 tons, 20,000 tons were added from outside the district.

The shipyards resumed operation immediately on peace being declared and from 1815 to 1830 turned out 27,000 tons. In the latter year, a change in policy became evident. Heretofore, the Piscataqua shipyards specialized in large vessels, building many ships and brigs for shipowners in Massachusetts, New York and elsewhere while yards outside the district supplied partially the local need of smaller schooners and sloops.

For several years, the future of the shipwright looked dubious for the importance of Portsmouth as a port of entry had been dwindling and many importers of importance had been absorbed by the larger ports. At the same time, larger

and larger vessels were in demand with the result that more and more capital had to be invested in material. And, too, the draft of these larger vessels made it nearly impossible to float them down the tributaries to Portsmouth. Thus were the shipyards at Exeter, Durham, Newmarket, Dover, Somersworth and Berwick ~~were~~ forced to suspend operations and Portsmouth, Kittery and Eliot became the center of the shipbuilding industry.

As many of the shipwrights disappear from the records at this time, it seems fitting that some attention be paid them at this place. The most important figures in the shipbuilding industry of the Revolutionary period were James Hackett, Joseph Swazey, William Badger, John Montgomery, Joshua Wentworth, Daniel Conner, Charles Rundlett and Zebulon Giddinge. James Hackett of Exeter was excused from military duty so that he could go to Portsmouth where he built the RANGER, the RALEIGH and the AMERICA. His chief shipwright was William Badger of Newmarket whom he publicly praised in the newspapers of the day. Mr. Badger continued ship building in the yard where these vessels were built after the navy yard had been moved from Badger Island (then called Langdon Island) to its present site. The Hackett shipyard at Exeter was taken over by Joseph Swazey.

In 1800, each town had one or more important master carpenter. In Exeter, Joseph Swazey had that distinction. His yard, located at the foot of Secretary Hill must have been a busy one. From 1800 to 1807, he built seven ships, one brig and one schooner. In 1810, he built the Ship

ELIZABETH WILSON of 333 tons in Durham, returning to Exeter in 1816 to build his last vessel, the Sloop NYMPH of 32 tons. With the passing of Joseph Swazey, shipbuilding at Exeter came to an end altho vessels were occasionally built there, the last being the Schooner MERRILL, in 1902. Mention must be made before closing Exeter's account of the Ship HERCULES, built in Exeter in 1793 by Eliphalet Ladd.

112.3 feet long, and with a beam of 31.3 feet and her burthen slightly over 498 tons, she was the largest vessel built in the district up to that time and for forty years after. And in addition, she was probably the first three-decked merchant vessel built in North America. After her launching, she had to be floated by barrels to Portsmouth.

Located on the Lamprey River near the site of the present mills was Newmarket's shipyard. John and William Shute and William Hackett were the most active 1800 and 1815; John building two ships and two brigs and William one ship and two brigs while William Hackett a ship, a brig and a schooner. Between 1825 and 1827, Joseph Coe of Durham built in Newmarket a ship, a brig, a bark for parties out of the district. The ship was the NILE IA, built in 1825, 113.3 feet long, 28.2 feet beam, and 403 tons burthen, the largest vessel built in that town. The last vessel constructed was the Brig OSCEOLA of 158 tons, built in 1836 by Andrew Shute for Kelsy and Rundlett.

A close rival of Newmarket was Durham on the Oyster River. In 1800, the most important ship builder was

Joseph

Robert Lapish, having built four ships and a brig between 1800 and 1810. Four years later, Andrew Simpson became master carpenter, completing four ships before 1815.

Stephen Paul, who started his career at Berwick and Dover, transferred his yard to Durham in 1810 where he remained until 1819, building six ships and a schooner. In 1820, he was succeeded by Joseph Coe who was active between 1820 and 1829, constructing ten ships, 2 brigs and 4 schooners. The last vessels were built by William

Hanscom of Eliot who built a ship, a brig and a schooner between 1828 and 1831.

To the east of Durham was Dover, situated on the Cocheco River. Her chief shipwright was Stephen Tobey who, from 1801 to 1812, built at Dover, seven ships. After the war, William Curtis built four schooners and a boat, being active during 1817 and 1818. The last shipwright of importance was John Savil who built four schooners and a brig, the last being built in 1841. Mention should be made of the Ship OSSIAN of 286 tons built in 1806 by William Hale at Barrington, knocked down and hauled by oxen to Dover where it was reconstructed and launched.

Just over the line in Maine, Berwick was upholding its reputation in the construction of vessels. Nathan Nason built vessels between 1803 and 1812; to be exact, six ships and one brig totalling 2000 tons. Close behind him was Joshua Haven who built four ships and one brig. His Ship EUDORA of 293 tons, built in 1810 for Robert and George Plunt, on her maiden voyage, foundered off the coast of England

and was a total loss. It was for Joshua Haven that James Tobey built at Berwick in 1811 the Ship FABIUS of 460 tons, the second largest vessel launched in this section up to that time. The officers of the British Frigate SHANNON advertised the sale of this vessel while it was still on the stocks and, strange to relate, she was captured and sold on the day advertised. Vessels were built in Berwick until after the Civil War, the last one being built in 1870 by Daniel Goodwin.

Somersworth's chief shipwright was Stephen Tobey who built one ship and three brigs between 1800 and 1806. The last vessel was built in 1818 by Hugh Paul.

Near the mouth of the Piscataqua were the towns of Portsmouth and Kittery, closely bound together by the interchange of capital and labor. Portsmouth, the larger of the two, in the early 1800's had no shipwrights of importance. But at Kittery worked the greatest shipwright of the time, William Badger. In 1800, William Badger took over the shipyard on Badger Island. In thirty years, he built 24 ships, 8 brigs, 17 schooners and two sloops totalling slightly over 10,000 tons. On the island, on a knoll overlooking his shipyard, William Badger rests, his gravestone giving him credit for building nearly 100 vessels.

There were several shipwrights who went from town to town plying their trade in the early part of the Nineteenth Century who, having no yard of their own, built vessels in other yards on contract. Samuel Cottle of Eliot built vessels at Berwick, Newmarket, Durham and Portsmouth, his last being built in 1811.

Thomas Cottle, probably a son of Samuel's, took up the work in 1825 at Newmarket, then transferring his ability to Kittery. James Paul built eight vessels totalling 2000 tons; one brig at Dover, two ships at Kittery, a schooner at Portsmouth, a ship at Somersworth and a ship at Durham. Others were Stephen Paul who built ten vessels totalling 2671 tons and Benjamin Remick who built eight vessels of 1562 tons.

The year 1830 witnessed a change in the shipbuilding industry along the Piscataqua. Foreign trade was dwindling at Portsmouth and with the decrease, the tonnage of vessels engaged in foreign trade fell off. In 1816, registered for the foreign trade at New Hampshire's port city were 26,000 tons; in 1831, the figure had dropped to 10,000 tons. The shipwright had to find anew market. Fortunately, their vessels had won a country wide reputation for sailing and sturdiness and within a few years, orders were being received not only from the Atlantic states but also from those bordering on the Gulf of Mexico.

If one should take the trouble to make a graph showing the totals of the vessels built in New Hampshire for outsiders and the totals of the vessels built outside for New Hampshire owners each for five year periods from 1800 to 1880, one would find that more vessels were built for the Piscataqua than this region built for the outsiders but the balance between the two became preponderantly in favor of the local shipwrights in 1830.

The peak was reached in the five year period ending in 1855 when nearly 30,000 tons was built for outsiders. The Civil War brought the totals tumbling down until 1875 saw only 200 tons built. In the meantime, the peak figure for outsiders building for New Hampshire of 1500 tons receded to less than 500 tons until 1874 when there was an upward swing.

Besides, there was another change in shipbuilding that had a vital effect on the Piscataqua section. It was the demand for larger vessels with the resultant need for increased investment. This resulted in the formation of partnerships and the erection of shipyards nearer the mouth of the Piscataqua. Portsmouth itself became a shipbuilding center for the first time.

The first two shipwrights of this new era were George Raynes and Samuel Badger. The first moved from York to Portsmouth where he built a shipyard on the Boyd estate. His first vessel from this yard was the Schooner LEADER of 136 tons constructed in 1830, followed by the Ship ALEXANDER of 398 tons in the same year.

Samuel Badger took over the shipyard formerly owned by William Badger and located on Badger Island. His first vessel was the Ship HOWARD of 398 tons built in 1830 followed by the Ship APOLLO of 412 tons, built in 1831. After building a ship and a brig in 1832, Samuel Badger moved to the Kittery shore of the Piscataqua while Joseph Graves took over the old Badger Island yard. After building the Ship RUTHELIA of 436 tons in 1833, the yard was sold to Thomas Iydston who built the Ship FORTITUDE on the island.

The FORTITUDE being of 566 tons was the first vessel of over 500 tons built in the Piscataqua region and was one of the first vessels from this section to engage extensively in the cotton trade between Mobile and Europe. She was wrecked on Cape Gracios A Dios, January 3, 1859.

In the meantime, George Raynes was building the Ship NESTOR of 396 tons in 1831, the Brig FRANKLIN and the Ship HARRIET & JESSIE in 1832 and the Ship PONTIFF and Ship ROCKINGHAM in 1833. The HARRIET & JESSIE was sold in Bombay and the ROCKINGHAM, after many trips to Saint Ubes and Liverpool, finally stranded and was sold foreign.

Samuel Badger's Ships MILO and SOLON, both built in 1834 were fit rivals to Raynes' PORTSMOUTH and SUSANNA CUMMING built in the same year. Little is known of the SOLON which was sold in New York in 1835 but the Milo engaged in the salt trade between Portsmouth and Europe until wrecked on Sable Island off Nova Scotia in 1847. The SUSANNA CUMMING also engaged in the salt trade, stranding near Liverpool in 1846. The PORTSMOUTH entered the whaling industry in 1848, sailing from Warren, Rhode Island.

The Ship HINDOO of 581 tons, a fast sailer, was the most important of the three ships and one brig built by George Raynes in 1835, but in the next year, he built first the Ship LANCASHIRE, the first vessel over 600 tons built in the Piscataqua region and then followed her with the Sp; JOHN CUMMING, the first vessel over 700 tons. On January 26, 1853, the JOHN CUMMING sailed from Philadelphia for Liverpool with 9,264 barrels of flour. Two years the vessel was bound for Calcutta and

Chincha. On arrival, Captain J. G. Adams was accused of shooting and killing one of the crew. Excitement grew so intense that he had to be protected by an American frigate. He was arrested on returning to Norfolk but was acquitted. The CUMING was later sold in London.

Frederick W. Fernald, in 1836, entered this struggle between Samuel Badger in Kittery and George Raynes in Portsmouth for supremacy. He built his first ship, the THOMAS PERKINS of 600 tons, at Portsmouth, (which was later sold in Plymouth, England, and renamed the AMBROSINE) and then took over the shipyard on Badger Island where he built his second vessel, the Ship NEW HAMPSHIRE of 595 tons, in 1837. The NEW HAMPSHIRE plied between New York from 1842 until it went ashore on Jones Beach, Long Island, on the morning of April 20, 1857 and went to pieces.

In 1838, Frederick W. Fernald took into partnership Charles Raynes, their first vessel being the Ship COLUMBIA of 600 tons. Raynes and Fernald built three other ships and a schooner before the partnership was dissolved in 1844. The Ships ROBERT PARKER and ARABELLA were struck by lightning and burned. The Ship GOODWIN, 595 tons, arrived at Boston, August 10, 1849, from Liverpool with 227 passengers, excluding 61 who died on the voyage from cholera. Later, the ship sailed from Liverpool for Calcutta and stranded near Kedgerree. Their Schooner RICHMOND of 198 tons, built in 1843, was one of the very few three masted schooners built in the Piscataqua region. Their last vessel, the Ship EMPIRE, 1049 tons, was the first ship of over 1000 tons built here.

In 1845, the firm of Raynes and Fernald broke up, Charles Raynes going into partnership with Stephen Tobey operating a shipyard on Noble's Island where they built a ship and brig, the brig built in 1846, being their last vessel. The cause of the termination was the death of Charles Raynes.

The other member of the Raynes and Fernald combination, Mr. Frederick Fernald, combined with William Petigrew to form the famous firm of Fernald and Petigrew, retaining the Badger Island yard. But in Kittery proper, Samuel Badger was holding his own, building a ship a year until 1845 when he increased the number to two a year. Among these was the ill fated ship CLARA of 525 tons, built in 1842, wrecked on Truro Beach, two miles south of Cape Cod Light, after Captain John Penhallow had been washed overboard and drowned.

George Raynes, too, was active averaging two ships a year except in 1842 and 1843. So in 1847 Samuel Badger was busily engaged in his yard in Kittery, Fernald and Petigrew in their yard on Badger Island, George Raynes in his yard in Portsmouth and to these must now be added William Hanscom who had his yard in Eliot, Maine. His first vessel was the Ship ELIZABETH HAMILTON of 742 tons.

There were several vessels of importance or interest constructed between 1845 and 1850. In 1847, Fernald and Petigrew built the Ship COLUMBUS of 1307 tons, the first three decked vessel except the HERCULES (built at Exeter in the 1790's) built in the Piscataqua region. The next year, they built the Ship DANUBE of 749 tons which vessel arrived

at New York, April 24, 1850, from Havre in 16 days. In 1848, Fernald & Petigrew built the Ship PETER MARCY of 820 tons which made a trip in 1850 from New Orleans to Liverpool in 26 days which is believed to be the shortest passage ever made between the two ports in a sailing vessel.

Samuel Badger built the Ship WILLIAM PENN of 810 tons in 1847 which vessel foundered off the Mull of Galloway October 29, 1854 after colliding with the Portsmouth built ship BROTHER JONATHAN constructed by Tobey and Littlefield in 1853. She was floated but was wrecked the next year off Cape Hatteras. In 1849, he built the Ship HIBERNIA of 877 tons, for parties in Philadelphia. Shortly after sailing from that port, it was discovered that the vessel was leaking badly. All the crew manned the pumps but the water gained so rapidly that the passengers were locked below so that they would have no knowledge of their precarious condition. Although they returned to Philadelphia safely, it was only a short time later, that the HIBERNIA was wrecked near Indian Island near Philadelphia in 1854.

George Haynes' contribution was the Ship NORTH ATLANTIC of 799 tons built in 1849. She sailed from Calcutta June 20, 1864 and after a year had elapsed, was given up as lost. Later, she sailed into port. In 1864, while at Calcutta, the crew set the vessel on fire. Since the ^{cargo} crew was salt petre and explosive, the ship was scuttled by artillery fire. The crew was arrested and sentenced to eleven years at hard labor.

(Clipper ships)

Shipbuilding 1851-1875.

1850 ushered in the greatest era of the sailing vessels and the Piscataqua region was ready. Fernald and Petigrew started the year with the Ship WESTERN WORLD of 1354 tons, a three decker, built on Badger Island for D. & A. Kingsland of New York City. A week later, Samuel Badger brought into being the Ship ALBERT GALLATIN of 849 tons burthen at his Kittery yard for John Salter of Portsmouth and others. William F. Fernald built the Schooner MARY E. of 50 tons for himself and from this humble beginning was started the career of Portsmouth's leading shipwright of the period following the Civil War. Samuel Hamscom, Jr., constructed the Bark WALTER CLAXTON of 230 tons in Eliot for William Greeley of Boston.

Launched into the Piscataqua River were several of the most famous clipper ships built; some noted for their beauty of design and others for the speed of their lines. Much has been written of the RACE HORSE and SURPRISE built by Samuel Hall at Boston, the SEA WITCH built by Smith and Dimon of New York, of the STAG HOUND, FLYING CLOUD, FLYING FISH, SOVEREIGN OF THE SEAS and WESTWARD HO built by Donald McKay, of the OCEAN EXPRESS and the OCEAN TELEGRAPH built by J. O. Otis of Medford, Mass., but none of these can compare with the beauty of the NIGHTINGALE built in Eliot, Maine, or the WITCH OF THE WAVE built in Portsmouth and few indeed have matched the speed of these two or the TYPHOON, DASHING WAVE, CHARGER or the RED ROVER.

To George Raynes went the honor of building the first and second clipper built in this section. This distinction

was really deserved. He led the way in large vessels having built the Ship ALEXANDER of 398 tons in 1830, the largest one built that year and the same honor was held by him for ten successive years.

His first clipper was the ROMAN of 774 tons burthen. Owned by Joseph D. Taylor of New York and others, and under the captaincy of William E. Putnam, the ROMAN proved to be an exceptionally fast vessel. She left Macao September 13, 1850 and Anjier on October 8th of the same year and ran 1,757½ miles in seven days, making Scully Lights, December 25th and London, February 22, 1851, 75 days from Anjier and 100 days from Macao.

George Raynes' second clipper was the SEA SERPENT of 1402 tons built for Grinnell and Minturn and Company of New York, William Howland, captain. On January 11, 1851, the SEA SERPENT sailed from New York, the JOHN BERTRAM from Boston, the GREY FEATHER from New York, January 12th and the Clipper Barque ISABELITA HYNE from New York January 14th., all for San Francisco. The SEA SERPENT arrived in 114 days, beaten only by the ECLIPSE which made the trip in 112.

The ROMAN now proved her mettle in British competition. On July 23, 1851, she left Woosung for London thirteen days behind the British Clipper REINDEER, arriving at her destination December 1, 1851, making up eight days on her rival.

George Raynes found worthy competition in 1851, the firm of Fernald and Petigrew having opened a shipyard on Badger Island. Their first clipper ship, and the first built in Kittery, was the TYPHOON of 1611 tons burthen built for D. and

A. Kingsland of New York and launched fully rigged and flags flying. On March 12, 1851, the TYPHOON, under the command of Captain Henry H. Salter of Portsmouth, sailed from Portsmouth for Liverpool. The first night out, First Mate Kingsbury fell from the rigging during a severe gale, breaking his collar bone. While he was being made as comfortable as possible, a thunder shower came up, lightning striking the vessel burning the clothes off William C. Badger, a passenger. A few minutes later, lightning struck again, doing minor damage. Regardless of this inauspicious start, or possibly because of it, the TYPHOON arrived at Liverpool in thirteen days and ten hours, a record that has never been broken by a sailing vessel.

A little above Badger Island in the Piscataqua River, at Greenacre on the mainland at Eliot, Maine, Samuel Hanscom was busy on a ship designed by his cousin Isaiah Hanscom and named the NIGHTINGALE in honor of Jenny Lind the Swedish singer. The story goes that a group of men, enamoured by the grace and richness of voice of Jenny Lind, then on a concert tour of the United States, had contracted for the building of a clipper ship of exceptional beauty for the express purpose of taking Jenny Lind to the World's Fair at London. Miss Lind suddenly married whereupon the backers abandoned their plans leaving Samuel Hanscom with a ship on his hands.

The story may be doubted but Ichabod Goodwin of Portsmouth was commissioned to sell the vessel for what he could get. The beauty of the NIGHTINGALE won for her many offers and the vessel was sold to T. Sampson of Boston.

for \$75,000 which was more than the original price.

It might be of interest to add that the rates from Boston to London for her first cabin stateroomd or ladies cabins was \$125 while the saloon staterooms was \$100.

George Raynes , not to be outdone by his competitors, built in this year the Clipper Ship WITCH OF THE WAVES of 1498 tons burthen for Glidden and Williams. She was a worthy rival of the NIGHTINGALE and too was noted for her beauty. Proudly called the pride of Salem, her launching was made a gala occasion with dignitaries and a band arriving from the witch city in a special train.

At about this time, word was received that gold had been found in Australia causing a rush that nearly equalled the days of the Forty-Nines in California. The NIGHTINGALE was the first clipper to sail for Melbourne, leaving October 17, 1851 under Captain John Fiske. The trip was unusually slow as were those from Melbourne to Shanghai and from China to London causing the Captain to resign in disgust. How he misjudged the sailing qualities of the vessel.

The last clipper of the year was the Clipper Ship WILD PIGEON built by George Raynes for Oliphant and Company of New York. Altho a reasonably fast vessel, she failed to match the speed of some of the other Piscataqua built vessels. In addition, George Raynes built two of the few clipper schooners constructed, the Clipper Schooners MINNA and BRINDA for R. B. Forbes of Boston whp put them into the

opium trade.

The year 1852 brought various experiences to Piscataqua built vessels. The Ship CONSTANTINE of 1161 tons built by George Raynes in the previous year for R. L. Bunting and others of New York, was wrecked. The Ship GEORGE RAYNES sailed from Boston, October 12th for San Francisco with 900 tons of ice, the largest amount carried around the Cape of Good Hope or Cape Horn up to that time. On December 27th., the ORIENT, on her maiden voyage, sailed from New York for Liverpool with the largest cargo for that port to date. The WITCH of the WAVE left Whampoa, January 5, with 19,000 chests of tea and arrived at Dungeness in 90 days, a new record. The Ship FLEETWOOD was lost in the ice, five of the crew being saved. The JOSEPHINE, built in Eliot, owned by Joseph Andrews, Captain William Jameson, was burned in Saint Louis harbor, Mauritius. Eleven ships including four clippers were built.

In 1852, Samuel Hanscom built at Eliot the Clipper Ship JOSEPHINE (see above) of 947 tons, for Joseph Andrews of Salem, George Raynes the Ship TINGQUA of 663 tons at Portsmouth for Oliphant and Company of New York, Samuel Badger at Kittery the ill fated clipper ship FLEETWOOD of 663 tons for Ebenezer Dale of Boston and Fernald and Petigrew the Clipper Ship RED ROVER of 1020 tons on Badger Island for R. L. Taylor of New York.

The next year, George Raynes built the Clipper Ship WILD DUCK of 860 tons for Olyphants of New York, his fiftieth ship, followed by the Clipper Ships WATER WITCH of 1204 tons for the same owners and the COEUR DE LION of 1089 tons for

William F. Parrott of Boston. Samuel Badger constructed the Clipper Ship GRANITE STATE of 956 tons for Portsmouth parties and Fernald and Petigrew the clipper ship DASHING WAVE of 1239 tons for Stephen Tilton and Company of Boston, this latter being the most famous of the group.

This year, 1853, saw Piscataqua built vessels establishing records or near records in many seas. The Schooner MINNA arrived at Honolulu, July 23d., ten days from San Francisco. The NIGHTINGALE arrived at Liverpool from Shanghai, November 29th in 110 days beating her rival on the trip, the English built CHALLENGE by three days. During the same voyage, the NIGHTINGALE sailed from Canton to Deal in 90 days, fifteen days faster than the previous record held by the CHALLENGE. The TINGQUA ran from New York to within 153 miles of the equator in thirteen days, the all time record from New York to the equator being fifteen days and nineteen hours set by the GREAT REPUBLIC in 1856. The WITCH of the WAVE under Benjamin Tay sailed from Saugor April 13, 1853 and passed the Cape of Good Hope in 37 days, a record.

Among the oddities of the year was the WITCH of the WAVE at Hong Kong with small pox in the crew, the Ship FRANK PEIRCE enroute to Liverpool from New Orleans with over 2,000,000 pounds of cotton and 102 tierces of beef, returning to Boston with 710 passengers, and the Ship NEW HAMPSHIRE in collision with the Ship BENJAMIN J. ADAMS, causing some damage. On September 8th., the Ship WESTERN WORLD sailed from Liverpool for New York but went ashore at Squam Inlet on October 21st. The crew and 600 passengers were saved but the vessel was a

total loss. On October 26th., the Ship PISCATAQUA sailed from Boston with a cargo of ice and some missionaries. For some unknown reason the ice melted on one side only causing the vessel to list badly. Five months after sailing, the PISCATAQUA reached Madras and was sold on arrival at Calcutta, April 26, 1854.

Daniel Moulton entered the ranks of shipwrights in 1854, building the Ship LADOGA of 867 tons in Portsmouth for William Rogers of Boston. In the same year, Samuel Badger built the Ship CHATWORTH of 1152 tons. Some time later, she was driven on the rocks near Valparaíso. James Davis, a member of the crew, jumped into the raging sea and carried a line to the shore thus saving the crew but on returning to the vessel to get his belongings, he lost his life. The CHATWORTH was a total loss.

On August 15, 1854, Fernald and Petigrew launched their Ship GOVERNOR LANGDON of 1095 tons burthen for Portsmouth parties. One of the crew jumped overboard to avoid serving as a member of the crew but was placed back on board. They built also the Clipper Ship EXPRESS of 1072 tons for Daniel Marcy and others of Portsmouth in the same year. Tobey and Littlefield contributed two clippers during 1854, the SIERRA NEVADA of 1942 tons for Glidden and Williams of Boston, the MIDNIGHT of 962 tons for Harry Hastings of New York and the OCEAN ROVER of 776 tons for Portsmouth parties.

Only three clippers were built in 1855; Daniel Moulton constructing the Clipper Ships MORNING GLORY of 1114 tons for

Ichabod Goodwin and the STAR OFHOPE of 1197 tons for Charles H. Coffin of Newburyport and Fernald and Petigrew the NOONDAY of 1176 tons for Harry Hastings of Boston. But the shipwrights were busy building six ships and two schooners totalling 8,340 tons, during the year.

Reports of sea disasters were now being received in increasing numbers in Portsmouth. On March 27, 1854, the Ship PONTIAC, built by Samuel Badger in 1838, went ashore on Gingerbread Ground and was a total loss. The Ship HIBERNIA, built by Samuel Badger in 1848 was wrecked in Indian Island, near Philadelphia. The Ship CHARLES built by George Raynes was wrecked enroute from Singapore to Batavia. On May 14th., the Ship HOPE GOODWIN built two years previous was set on fire while the vessel was in Mobile Harbor and was a total loss.

In 1855, the Ship SAMUEL BADGER was lost at sea. The Clipper Ship WITCH OF THE WAVE was sold in Amsterdam and renamed the ELECTRA and was later sold in Stavenger and renamed the DROT. The TINGQUA, on her return from Shanghai, struck on a shoal off Cape Hatteras on the night of January 12, 1855, and was a total loss. The Clipper Ship RED ROVER, after entering the London to Melbourne trade where she established a record of less than 75 days between the two ports, was sold in England and renamed the YOUNG AUSTRALIA. The YOUNG AUSTRALIA was wrecked on Moreton Island May 31, 1872. The WATER WITCH was wrecked on the rocks in Ypala and was a total loss. The steward and one of the crew lost their lives.

In addition, the Ship SIERRA NEVADA, due to faulty directions on entering, broke her back at Wellington Dock in Liverpool. After a trial that dragged on and on, the owners of the vessel were reimbursed.

There were several instances of good news during the years of 1854 and 1855. On January 24, 1854, the WILD PIGEON sailed from Hong Kong with the SWEEPSTAKES, nearly twice the size of the Portsmouth built clipper, sailing February 2nd. They left Whampoa three days apart, Anjier, together, and on arrival at San Francisco, the WILD PIGEON had won the race by a day. The LEVI WOODBURY arrived at Boston July 2, 1854, with 1000 tons of pig iron and 400 passengers from Gottenburg. The SIERRA NEVADA, Captain Penhallow, arrived at Liverpool April 11, 1855 in fifteen days from Chesapeake. The NIGHTINGALE, Captain Samuel Mathes, made the trip from Shanghai to England in 91 days.

1855, too, was the year ending the greatest five year period of shipbuilding in the Piscataqua region. During the years from 1845 to 1855, over 50,000 tons of shipping were built for outsiders. What were these vessels doing? 20,000 tons were plying between the east coast and San Francisco and Calcutta, 17,000 tons were engaged in transporting cotton from the southern ports to Europe, 7,000 tons sailed in packet lines from New York, Boston and other ports in Europe, 4,000 tons in the guano trade from the Chincha Islands to Boston and New York and 2,000 tons carrying lumber from Canadian ports to Europe.

Finally, 1855 witnessed

Finally, 1855 witnessed a change in shipwright concerns. George Raynes, after building 44 ships, three brigs, two barks and six schooners, totalling 55 vessels of 38,782 tons took his son into partnership forming the firm of George Raynes and Son. George Raynes' largest vessel was a three decker of 1,727 tons.

Frederick Fernald died in this year bringing to an end the partnership of Fernald and Petigrew whose shipyard was on Badger Island. They built in their ten years of existence 23 ships, one brig, one bark and four schooners totalling 25,550 tons.

Two of the three remaining clipper ships were built in 1856. George Raynes and Son built the Clipper Ship WITCH OF THE WAVE of 1198 tons, (the second of that name) for Charles Coffin of Newburyport. On May 2, 1856, she sailed from Charleston for Havre with 3,940 bales of cotton valued at \$223,983, the largest cargo ever carried from that port to Havre. The other was the Clipper Ship CHARGER of 1136 tons built by a new comer, E. G. Peirce on Peirce Island, Portsmouth, for Henry Hastings of Boston.

John Yeaton, another new shipwright, built two years in this year, possibly taking the place of Fernald and Petigrew. George Raynes and Son built the Ship ANNIE F. SISE of 1030 tons for E. F. Sise of Portsmouth and others. The ship ran into and sunk the Schooner SAMUEL RANKIN on the ship's maiden voyage.

Three of the ships built by George Raynes met disaster

in 1856. His Ship ISAAC ALLERTON went ashore August 27, 1856, enroute from New York to New Orleans and was a total loss. His Ship JERSEY went ashore November 30th enroute from Callao to Baltimore about thirty miles south of Cape Henry. One of the crew was lost and another frozen to death. The third, the Ship CATHEDRAL, was wrecked off Cape Horn, Captain Howard and eight men losing their lives. Samuel Badger's Ship S. C. THWING, renamed MOBILE, cleared Mobile February 20th for Gottenburg with 4,482 bales of cotton weighing 2,223,830 pounds but went aground, was condemned and sold in Bremen.

Samuel Badger died in 1857 bringing to an end a career lasting 27 years during which time he built either on Badger Island or in Kittery 33 ships, one brig, six barks and one schooner totalling 26,100 tons. His largest vessel was one of 1340 tons.

In 1857, WILLIAM Petigrew, formerly a member of the firm of Fernald and Petigrew, combined with Daniel Marcy to build the Ship SARAH E. PETIGREW for Peter Marcy of New Orleans and others. The Portsmouth Shipbuilding Company the Ship ROCKINGHAM for William Jones and Son of Portsmouth. John Darton built the Hermaphrodite Brig MOLLY STARK of 160 tons for Samuel Cushman of San Francisco but the brig was lost on the trip to San Francisco.

George Raynes died in 1858 making three in three years. With due respect to Frederick Fernald and Samuel Badger, George Raynes was Portsmouth's greatest shipwright. During thirty years, including the four years he had his son in

partnership, he constructed 52 ships, three brigs, two barks, and six schooners totalling 47,558 tons. Among them was one three decked vessel of 1727 tons burthen.

In 1858, William F. Fernald took over Raynes' shipyard. Another new concern was John Neal and Company. By this time, Tobey and Littlefield was the only old concern left.

Many of the vessels had disappeared too. The Ship GEORGIANA built by Marcy and Petigrew in 1859 was struck by lightning the next year and burned. Raynes and Fernald's ROBERT PARKER built in 1839 met the same fate. Lightning struck the vessel at 1 A.M. on April 22, 1857, knocking the second mate from the topsail yard into the tops, and setting the ROBERT PARKER on fire. The Ship JAMES BUCHANON launched by Samuel Badger in 1856 for the Marcys was wrecked on the Irish coast a year later. The Ship NEW HAMPSHIRE built by Frederick W. Fernald went ashore on Jones Beach, Long Island, and went to pieces. The Ship MARY WASHINGTON constructed by George Raynes for Richard H. Tucker of Wiscasset and the Ship EAGLE SPEED was wrecked in 1861. On May 28, 1859, the Ship COLORADO built by Fernald and Petigrew was wrecked during a terrible gale, Captain Ricker, his wife and one son drowning while another son was saved.

The Clipper Ship STAR OF HOPE sailed from London, April 10, 1861 and was abandoned off the Cape of Good Hope. The Clipper Ship JOSEPHINE burned in the harbor of Saint Louis, Mauretius in 1859. The Clipper Ship WILD DUCK cleared Foo Chow for New York, October 1, 1856 but went ashore on the bank of

the River MIN and was a total loss. On May 4, 1859, the Ship FLEETWOOD struck an iceberg off Cape Horn. Two days later, two boats left the doomed vessel, one containing Captain Dale, his wife, a son, and a passenger; the other the rest of the crew. The first boat was never heard from.

During the same period, many Piscataqua built vessels were sold in foreign countries. George Raynes' Ship HARRIET & JESSIE was sold in Bombay, his Ship CENTURION was sold in Melbourne to R. W. Cameron, his Ship JOHN CUMMING was sold in London and his clipper ship COEUR DE LION was sold to merchants of Hamburg, Germany who renamed her the ZARITZA. In 1888, the ZARITZA was owned in Gottenbrug, Sweden. The Ship JUDGE SHAW built by Samuel Hanscom was sold in Hong Kong, the INDIA built by Samuel Badger in 1833 was sold to N. Silmer of Frederickshield, Norway, and called the IDA while his Ship MATILDA was sold in Melbourne and renamed the AUSTRALIAN.

It is fitting to bring this part to a close by considering the famous Clipper Ship NIGHTINGALE. Altho she was engaged in trade between China and England, she did not visit San Francisco until 1859. She arrived at New York under Captain Peterson, January 30, 1860, and was sold to unknown parties. On September 18, 1860, the NIGHTINGALE sailed under Captain Bowen for Liverpool with a cargo of grain where she was fitted up for a slaver. She sailed for Saint Thomas November 24, 1860 with a cargo of guns, powder and cotton cloth. On April 20, 1861, the vessel was seized by the U. S. Sloop of War SARATOGA with 961 slaves on board, and Captain Bowen and a man by the name of Valentino Cortena were arrested.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Under Lieutenant Guthrie, the NIGHTINGALE sailed from Kabenda for Monrovia, Liberia, where the negroes were to be released to the Reverend John Seyes but African fever broke out soon after clearing causing the deaths of 160 of them. She sailed from Monrovia May 7, 1861 for New York, arriving June 3rd. In the meantime, the two prisoners, Bowen and Cortena, mysteriously escaped. The clipper was condemned in federal court July 8th., and purchased by the United States for \$13,000.

As the Civil War creates a break in shipbuilding activities, it is well at this place to consider the conditions under which the industry was now operating. At the beginning of the nineteenth century, the cost of building a vessel was \$25 per ton and since the average vessel was one of 200 tons, the average cost of building the average vessel was \$5000. Vessels had increased both in number and size with the increase in the amount of goods to be transported, until now the average size of a vessel was 1000 tons. The cost per ton had increased from \$25 to \$60 so that the average vessel now cost \$60,000. to build.

With the finding of gold in California and, a short time later, in Australia, created a demand for speed in transportation which resulted in the clipper ship. As soon as the urgent demand for goods and personal transportation had been met, speed was no longer at a premium. The clipper ship in 1855 was then forced to enter in competition with the slower vessels with greater cargo carrying space, resulting in ~~too much competition~~ a surplus of vessels.

Decline of Shipbuilding, 1861-1875.

With a surplus of vessels on hand, it was but natural that the Civil War added impetus to foreign sales. The Ship OROZIMBO built by Marcy and Petigrew in 1858 was sold in Bremen and renamed NORDSTERN and in 1874 resold in Antwerp and renamed PAULINE. The Ship COMO built by George Raynes and Son was sold in Singapore in 1864. The Ship CORONATION built by Tobey and Littlefield was sold in London and renamed RAVENSBORNE. Later, she was sold in Hamburg and known as the ATALANTA. In 1888, she was changed to a bark and sold in Negu, Russia, and sold in Kolding, Denmark, the next year.

The Bark MARY ANNAH built in 1850 by Samuel Badger was sold in Liverpool in 1864, his Ship ALBERT GALLATIN and his Ship ALLIANCE built in 1836 were sold foreign in the same year. The Ship AMERICA was sold in London and wrecked in 1867. The Ship JAMES BROWNE built in 1849 by George Raynes was sold in London in 1863 and renamed the ROCKHAMPTON. The Ship JOHN HAVEN built by Fernald and Petigrew in 1849 was sold in London and renamed the KING OF THE SEA. In 1870, she was sold in Christiansend and renamed FREDERNES LANDEST.

The Ship MORNING LIGHT built by Tobey and Littlefield, after a very active career which included three round trips around the Cape of Good Hope and Cape Horn, was sold in London in April, 1863, for 9000 pounds sterling and renamed the QUEEN OF THE SOUTH. The Ship ISAAC BOARDMAN built by Fernald and Petigrew in 1855 was sold in London in 1862.

The vessel was renamed COMMANDER IN CHIEF and later, burned at sea. The Ship OTHELLO (Tobey and Littlefield in 1855) was sold in Liverpool and was lost at sea in 1876. The Ship HENRIETTA MARCY built in 1856 by Daniel Moulton was sold in Elsinore and renamed SAINT ALBANS. The Ship ELIA E. BADGER was sold in 1863 to W. & F. Bell of Greenock and renamed THORDEON. The Ship JUMMA built in 1856 by George Raynes and Son was sold in London.

The Clipper Ship MORNING STAR was sold British in 1864 and renamed the BRITISH CROWN. The Clipper Ship SIERRA NEVADA was sold to McKay and Barnes of Liverpool for 10,750 pounds, and renamed the ROYAL DANE. She was put in the Melbourne and London trade. In 1866, she was called QUEEN of the CLIPPERS and was wrecked in 1877. The famous Clipper Ship TYPHOON, after being chartered for the Bombay to Hong Kong run, was sold in Singapore. She was registered as the INDOMITABLE of Dublin in 1866 and was wrecked in 1871.

Altho there were only a small number of vessels at sea in during the Rebellion, the elements took their usual toll. The Ship JUDAH TOURØ, built by Fernald and Petigrew in 1845 was lost at sea March 31, 1862, and their Ship FRANK PEIRCE built in 1852 was wrecked in 1864. The Ship MORTIMER LIVINGSTON built by George Raynes in 1847 was lost off Garsons Inlet, N. J., in 1863. The Ship R. H. TUCKER built by Tobey and Littlefield in 1857 was lost off Tusca Light. The Clipper NOONDAY built by Fernald and Petigrew in 1855 struck a rock near the entrance to San Francisco Bay and became a total

loss. The rock was then named NOONDAY rock. The Ship ROCKINGHAM built by the Portsmouth Shipbuilding Company in 1857 was burned.

The war had its effect too. The Ship SARAH E. PETIGREW built by Marcy and Petigrew in 1857 was captured and destroyed. The Ship FINLAND built in 1844 by George Raynes and set on fire at Appalachiola by the U. S. Blocking squadron, September 10, 1861. The Clipper Ship SHOOTING STAR, built by George Raynes and Son in 1859, the last clipper built in Portsmouth, was captured by the Rebel Steamer CHICKEMAUGA, October 30, 1864, and burned. The Clipper Ship EXPRESS was seized at Eastport; her ultimate fate being unknown. The Ship KATE PRINCE was seized by the Rebels, She was sold in Germany in 1877 and wrecked near Harlington in the same year.

Most interesting was the career of the NIGHTINGALE during the Civil War. Condemned and purchased by the United States Government, she was equipped with four 32-pounders and was at Hampton Roads, August 21, 1861. In the early part of October of the same year, she went aground on a bar in the Mississippi River. On October 12th., orders were given to fire her if the rebel ships came down the river in order that she might not fall into their hands. That same day, the Confederate Steamer IVY did come down the river but turned about just as the order was about to be given. In 1862, the NIGHTINGALE was an supply and store ship with the Eastern Gulf Blockading Squadron, the next year an ordnance vessel at Pensacola and in 1864 was ordered to Boston where she was sold

at auction to D. E. Mayo for \$11,000.

The NIGHTINGALE sailed from Boston March 9, 1866, for San Francisco where she was sold to the Western Union Telegraph Company. After several changes of ownership, was abandoned at sea in 1893.

After the cessation of the war, Tobey and Littlefield was still building vessels on Noble's Island, Daniel Marcy in Portsmouth, William Fernald in Portsmouth, John Neal in Kittery and Stevenson and Petigrew in Kittery, but shipbuilding in the Piscataqua region was on the decline. In 1866, two ships, one bark and several small vessels were built. In the same year, the Ship ATHENS built in 1839 by George Raynes was sold in Liverpool and renamed the EMPEROR. The Ship R. D. SHEPHERD built by Fernald and Petigrew in 1846 was sold in Liverpool. The Ship DANUBE built by Fernald and Petigrew was burned at sea. The Ship PORTSMOUTH built by John Neal and Company sailed from Nevada the middle of October, 1866, and was never heard from. The SIMLA foundered seven miles from South Barnegat Inlet, New Jersey, enroute from Marseilles to New York.

To digress for a paragraph. It was at this time that two vessels built in 1856 were striving for the record for hard luck, as it were. The Ship CHARGER built by E. G. Peirce arrived at Boston, March 7, 1865, reporting the loss of three men by drowning. She sailed from San Francisco, September 14, 1866 and arrived at Boston, December 19th., in 96 days, one of the few trips in less than 100 days. When 50 miles from Boston, one man was lost overboard and seven were badly

frostbitten. Her competitor, the SAGAMORE, built by John Yeaton, left Calcutta, May 2nd 1867. On June 10th., E. William White, a seaman of New York, died of dysentery, on June 29th., Isaac Maguire fell from the topsail yard and was instantly killed, on July 14th, a seaman was washed overboard and drowned. A year later, on June 6, 1868, a carpenter and two men were washed over board.

In 1867. two ships and three barks were built while the Ship TARTAR built by Tobey and Littlefield was wrecked, the Ship NEW HAMPSHIRE built by Samuel Badger in 1857 was abandoned at sea with the loss of eight of the crew the Ship GEORGE RAYNES was burned at Valparaiso, the renowned Clipper Ship WILD PIGEON was owned in South America, later sold in Barcelona and renamed the BELLE JUANA and in 1874 the name was changed to VOLADORA.

During the next ten years, ten ships, five barks and no schooners were built. At the same time, more vessels were lost or sold out of the country than were built. The Ship SANTEE built in 1860 by Tobey and Littlefield was wrecked on the coast of Ireland and the entire crew was lost. The Ship GRANITE STATE built in 1853 and 1854 by Samuel Badger was sold foreign in 1870 and renamed the PROVIDENCE. The Ship MARTHA, built in 1843 and purchased by Long and Shute of Halifax in 1870. The Ship MERRIMAC, built by John Neal in 1867 was wrecked in the Bay of Jandee three years later. The Bark D. CHAPIN built in 1869 by Tobey and Littlefield was wrecked two years later. The Bark ALICE

TARLTON built by Samuel Badger in 1847 was sold in Surinam in 1871.

The Ship SIAM, built in 1847 by George Raynes, was abandoned at sea. The Clipper Ship SEA SERPENT was sold to a Norwegian and renamed the PROGRESS while the second clipper named WITCH of the WAVE was sold in Hamburg. The Clipper Ship OCEAN ROVER was wrecked in 1874 on a reef in the Guiana River. The Clipper Ship EMILY FARNUM, on a trip from San Francisco to Departure Bay in 1875, was driven on the rocks near Destruction Island in a gale and snow storm during which a Swede and the Chinese cook was washed overboard. Seeing that the vessel was going to pieces, Tom McGill swam to the nearest island where he made a raft on which he floated the crew of fourteen to safety on the main island. Indians came to their rescue but the refugees and the rescue party were marooned on the island four days before being able to reach the mainland. The Clipper Ship COEUR de LIOM built by George Raynes in 1853 was sold in Gottenburg, Sweden, in 1877 and renamed the ZARITZA. In 1888, she was sunk after a collision in the Baltic Sea. The Ship ANNA DECATUR built by Tobey and Littlefield was sold in Germany. The Ship ANNIE F. SISE built in 1856 by George Raynes and Son was wrecked in 1878.

The Ship MOULTRIE built by Tobey and Littlefield was wrecked in 1883. Some time in 1888, the Ship JEAN INGELow built by William F Fernald in 1871 sailed from Cardiff for Singapore and was never heard from. The vessel, valued at \$45,000, was owned by John G. Moses of Portsmouth.

At noon, Friday, March 19, 1886, enroute from Melbourne to Calcutta in ballast under Timothy H. Winn of Wells, Maine, the ship, ^{PAUL JONES} caught fire 39 miles from Port Philip Head and was a total loss.

The Ship SEMIRAMIS built in 1866 by Tobey and Littlefield was sold in Bremen in 1890 and renamed the UNION. In the same year, the Ship WILLIAM ROSS built in 1869 by Daniel Marcy was sold in Germany and renamed AGUSTINA. The ship was owned in Norway in 1894.

The Ship GRANDEE built by Tobey and Littlefield in 1873 collided with an iceberg December 21, 1876, causing \$10,000 damage. On September 14, 1889, enroute from New York to Yokohama, off Van Deusen Land in heavy seas, she lost two men overboard, one being Decatur Weeks. The GRANDEE was sold to the Dominion Coal Company of Sydney, Cape Breton, in 1893.

The Schooner GRACE K. GREEN built in 1884 by William F. Fernald, on December 15, 1896, under command of Charles W. Frisbie of Kittery, collided with the Steamship YORKTOWN off Long Branch, Long Island, and was a total loss. Four of the crew of the sailing vessel escaped by jumping on the steamer, one having his legs crushed between the two vessels and died.

The Clipper Ship DASHING WAVE built in 1853 by Fernald and Petigrew, probably the last Piscataqua built ship in existence, was wrecked on the West Coast in 1920.

Perhaps the saddest case, was the loss of the Ship SANTEE, built in 1860 by Tobey and Littlefield for Jonathan Tredick of Portsmouth. In 1869, she sailed for San Francisco under

the command of Captain Magraw of Portsmouth. There was trouble amongst the crew during the passage resulting in the
Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

quitting of the crew on arrival. Captain Magraw was successful in inducing Harry Moses, a young man from Portsmouth who went to sea at 17, to remain on board. The Santee sailed for Liverpool and was wrecked on the south coast of Ireland and the vessel with the entire crew was lost.

The fate of the majority of the Piscataqua built vessels having been noted, the study of the declining years of the shipbuilding industry is in order. It may be recalled that the peak in construction was reached about 1855. Death then took Frederick Fernald, Samuel Badger and George Raynes bringing to an end three of the four greatest shipbuilding concerns on the Piscataqua. William F. Fernald took over the Raynes' yard, furnishing Tobey and Littlefield's chief competition.

In 1873, Tobey and Littlefield quit after building 23 ships, one brig, five barks and two schooners totalling 27,742 tons, which included two three-deckers, one being one of 1942 tons, the largest vessel launched into the Piscataqua. Fifteen years later, William F. Fernald stopped after building four ships, five barks and 18 schooners totalling 11,671 tons. True there were other shipwrights but they disappeared shortly after starting.

There were several reasons for this decline and end in shipbuilding. In the early 1850's, the demand for fast ships in as short a time as possible, drove merchants to let out contracts wherever they could but when the crises caused by the gold rushes in California and Australia had ended, the clippers were no longer needed. The Civil War then closed

the southern ports forcing the cotton carrying ships into idleness. Many of the larger vessels were sold abroad.

At the close of the war, there was a revival in shipbuilding but the Piscataqua region was in poor shape to take advantage of it. Without any foreign commerce to speak of and with few, except the usual number of fishermen, interested in maritime matters, there was no home market for new boats. In a letter written by the Collector of Customs of Portsmouth to the Honorable John Lynch, chairman of a congressional committee studying the shipbuilding industry in 1870, he states "Vessels are owned (in this town) by the builders, masters and men of small means." The builders invested to secure the work, the masters to protect their positions, leaving the men of small means to carry the bulk of the burden. Naturally their demand for new construction was small and hard to crystallize.

It follows then that the Portsmouth shipwright had to depend largely upon the outsiders for his orders. Again, the Piscataqua was handicapped. Of the well known concerns before the war, the deaths of Frederick Fernald, George Raynes and Samuel Badger within a period of three years, broke up three of the four largest concerns engaged in construction of vessels, leaving only Tobey and Littlefield and William F. Fernald who took over the Raynes' shipyard to carry on. It could not be expected that merchants from far-away places would entrust firms without reputations to build their vessels.

Finally, the success of Maine was detrimental to the State of New Hampshire. Many contend that shipbuilding

worked its way eastward as the timber became scarce. The cost of transporting lumber from a distance was the cause, they claim. Therefore, they conclude, shipbuilding that was New Hampshire's went to Maine when the timber in this State disappeared. Unfortunately, this view is hardly tenable as both Maine and New Hampshire went to the Carolinas and other southern states for the hard pine rather than use their own and both states were going outside to get the other material for their vessels. Then, too, the cost of transportation was too small to drive the industry from one place to another. The fact that all the cotton mills are not in the South and all the foundries are not in the iron producing regions is proof sufficient.

But the progress made by Maine shipwrights did do its share in closing shipyards in the neighboring states. With tremendous quantities of lumber and lumber products coming down the many rivers to the coast to be carried all over the the Atlantic coast and foreign countries and huge cargoes of the same coming from the woods of upper Maine down the Saint John River to St. John, New Brunswick, to be picked up by Maine vessels, there was a great demand for vessels, especially schooners of many masts and great cargo carrying spaces. Maine shipwrights met the needs and with experience, became adept in the schooner. With their products sailing to the various ports, their reputations spread and orders, even from New Hampshire, came, as a result.

In conclusion, the shipbuilding industry which reached the height of a quarter million dollar a year, gradually declined and ceased due to the deaths of three of the leaders in the late Fifties, followed by the effects of the Civil War, the lack of interest in marine matters and competition from the Maine Shipwrights.



TABLE VESSELS BUILT IN PISCATAQUA REGION.

| Year | Ships | Brigs | Parks | Schooners | Sloops | Totals |
|------|---------|---------|--------|-----------|--------|-------------|
| 1783 | 1- 173 | | | 1- 26 | 1- 36 | 3- 235 tons |
| 1784 | 1- 199 | 6- 789 | 1- 132 | 4-175 | 2-181 | 18- 1476 |
| 1785 | | 10-1251 | | 12-560 | | 22- 1811 |
| 1786 | 4- 678 | 6- 992 | | 5-323 | | 15- 1993 |
| 1787 | | 6- 887 | | 5-211 | | 11- 1098 |
| 1788 | 2- 419 | 4- 443 | 1- 152 | 8-368 | | 15-1382 |
| 1789 | 3- 645 | 2- 274 | | 4-147 | 1- 77 | 10- 1143 |
| 1790 | 2- 473 | 1- 185 | | 3-143 | 1- 47 | 7- 848 |
| 1791 | 6-1223 | 8-1243 | | 3- 84 | | 17- 2550 |
| 1792 | 6-1443 | 4- 605 | | 5-286 | | 15- 2334 |
| 1793 | 10-2560 | 2-279 | 2- 348 | 5-367 | 2-127 | 21- 3681 |
| 1794 | 6-1676 | 4- 564 | | 1-134 | 1- 40 | 12- 2414 |
| 1795 | 12-2927 | 9-1340 | | 5-222 | | 26- 4489 |
| 1796 | 9-2177 | 8-1238 | 1-187 | 5-319 | | 23- 3921 |
| 1797 | | 1- 182 | | 1- 23 | | 2- 205 |
| 1798 | 1- 285 | 2- 203 | | 7-409 | | 10- 897 |
| 1799 | 5-1181 | 2- 285 | 1-202 | 2-111 | | 10- 1779 |
| 1800 | 6-1583 | 13-1935 | | | | 19- 3518 |
| 1801 | 9-2192 | 4- 579 | 1- 154 | 3-196 | | 17- 3121 |
| 1802 | 5-1408 | 3- 416 | | 2-153 | 1- 68 | 11- 2045 |
| 1803 | 9-2277 | 3- 394 | | 2-125 | | 14- 2796 |
| 1804 | 10-2745 | 1- 124 | | 7-413 | | 18-3282 |
| 1805 | 15-2895 | | | 4-269 | | 19- 3164 |
| 1806 | 8-2128 | 3- 487 | | 2- 87 | | 13- 2702 |
| 1807 | 4-1099 | 2-333 | | 4-176 | | 10-1608 |

NOTE: Brigs include snows.

| Year | Ships | Brigs | Barks | Schooners | Sloops | Totals |
|------|---------|--------|-------|-----------|--------|---------------|
| 1808 | 5-1510 | | | 6- 136 | | 11-1666 tons. |
| 1809 | 3- 798 | 2- 364 | | 3- 313 | 1-31 | 9-1506 |
| 1810 | 9-2831 | 1- 225 | | 1- 37 | | 11-3093 |
| 1811 | 10-3359 | 5-1016 | | | | 15-4375 |
| 1812 | 2- 667 | 1- 230 | | 2- 66 | | 5- 963 |
| 1813 | | | | 1- 20 | | 1- 20 |
| 1814 | 1- 327 | 3- 685 | | 7- 303 | | 11-1315 |
| 1815 | 2- 700 | 3- 822 | | 9- 568 | | 14-2090 |
| 1816 | 1- 358 | 2- 339 | | 10- 591 | 1-32 | 14-1300 |
| 1817 | | 3- 345 | | 9- 572 | | 12- 917 |
| 1818 | 3- 952 | 6-1132 | | 9- 567 | 1-62 | 19-2713 |
| 1819 | 4-1223 | 1- 230 | | 10- 488 | | 15-1941 |
| 1820 | 1- 321 | 2- 323 | | 4- 207 | 1-72 | 8- 923 |
| 1821 | 4-1198 | 1- 229 | | 2- 133 | | 7-1560 |
| 1822 | 4-1236 | 1- 206 | | 5- 279 | | 10-1721 |
| 1823 | 4-1346 | 4- 947 | | 3- 183 | | 11-2476 |
| 1824 | 5-1812 | 3- 534 | | 3- 934 | | 11-2597 |
| 1825 | 5-1828 | 3- 629 | | 9- 531 | | 17-2988 |
| 1826 | 4-1453 | 1- 281 | 1-243 | 1- 51 | | 7-2028 |
| 1827 | 4-1459 | 1- 148 | 2-593 | 4- 201 | | 11-2401 |
| 1828 | 5-1755 | 1- 129 | | 4- 229 | 1-25 | 11-2138 |
| 1829 | 1- 373 | | | 9- 543 | | 10- 916 |
| 1830 | 2- 797 | | | 5- 511 | | 7-1308 |
| 1831 | 2- 810 | 1- 183 | | | | 3- 993 |
| 1832 | 3-1316 | 2- 355 | | 2- 127 | | 7-1798 |
| 1833 | 5-2372 | 1- 128 | | 2- 130 | | 8-2630 |
| 1834 | 4-2043 | 1- 135 | | 4- 231 | | 9-2409 |
| 1835 | 4-1857 | 1- 194 | 2-573 | 2- 188 | | 9-2812 |

TABLE CONTINUED.

| Year | Ships | Brigs | Barks | Schooners | Sloops | Totals |
|------|----------|--------|-------|-----------|--------|--------------|
| 1836 | 6-3615 | 1- 158 | | 2-165 | | 9-3938 tons. |
| 1837 | 5-2982 | | | | 1-34 | 6-3016 |
| 1838 | 5-2742 | | | 4-217 | | 9-2959 |
| 1839 | 4-2532 | | | 2-144 | | 6-2676 |
| 1840 | 4-2689 | | 1-313 | 2-240 | | 8-3242 |
| 1841 | 4-2507 | 1- 160 | | | 1-28 | 6-2695 |
| 1842 | 1- 526 | | | | | 1- 526 |
| 1843 | 1- 534 | | | 2-307 | | 3- 841 |
| 1844 | 3-2147 | 1- 112 | | 1- 22 | | 3-2281 |
| 1845 | 3-2046 | 2- 354 | 1-242 | 1- 78 | | 7-2720 |
| 1846 | 4-3353 | 1- 187 | 1-250 | 3-323 | | 9-4113 |
| 1847 | 7-5644 | | 3-937 | 2-243 | | 12-6824 |
| 1848 | 5-3296 | | 2-603 | 3-378 | | 10-4277 |
| 1849 | 5-4805 | | 2-698 | 3-506 | | 10-6009 |
| 1850 | 7-7538 | | 2-718 | 1- 50 | | 10-8306 |
| 1851 | 7-7664 | | 1-334 | 4-780 | | 12-8778 |
| 1852 | 11-10183 | | | 1- 83 | | 12-10266 |
| 1853 | 8- 9716 | | | 1- 20 | | 9- 9736 |
| 1854 | 10-10830 | | | 1-303 | | 11-11133 |
| 1855 | 9-11230 | 1-282 | | 2-326 | | 12-11838 |
| 1856 | 11-11786 | | | | | 11-11786 |
| 1857 | 5- 4922 | 1-160 | | | 1-30 | 7- 5112 |
| 1858 | 4- 3631 | | | | | 4- 3631 |
| 1859 | 4- 3730 | | | 3-287 | 1-32 | 8- 4049 |
| 1860 | 3- 2956 | | 1-384 | 3-305 | | 7- 3645 |
| 1861 | 2- 1887 | | | 1-190 | | 3- 2077 |

TABLE CONTINUED.

| Year | Ships | Brigs | Barks | Shhooners | Sloops | Totals. |
|-------------------------|-------------------------|-------|--------|----------------------|--------|--------------|
| 1862 | | | | 1- 24 | | 1- 24 tons. |
| 1863 | 3-3122 | | | 3-695 | 1-22 | 7-3839 |
| 1864 | 1-1480 | | 1-395 | 4-1284 | 1-23 | 7-3182 |
| 1865 | 1- 821 | | | 5-1770 | | 6-2591 |
| 1866 | 1-1186 | | 1-488 | 5- 858 | 1-34 | 8-2566 |
| 1867 | 2-2363 | | 2-1113 | 3- 428 | 1-24 | 8-3928 |
| 1868 | 1- 843 | | 2- 695 | 1- 29 | | 4-1567 |
| 1869 | 1- 919 | | 2-1009 | | | 3-1928 |
| 1870 | | | 1- 493 | | 1-21 | 2- 514 |
| 1871 | 1-1075 | | | 2- 132 | | 3-1207 |
| 1872 | | | | | 1-47 | 1- 47 |
| 1873 | 2-2748 | | | | 1-33 | 3-2781 |
| 1874 | 1-1163 | | | 1- 421 | | 2-1584 |
| 1875 | 1-1607 | | | | 1-29 | 2-1636 |
| 1876 | | | | 1- 72 | | 1- 72 |
| 1877 | 1-1258 | | | | | 1-1258 |
| 1878 | | | | 2- 518 | | 2- 518 |
| 1882 | | | | 1 561 | | 1 561 |
| 1883 | | | | 1- 590 | | 1- 590 |
| 1884 | | | | 1- 385 | | 1- 385 |
| 1886 | | | | 1- 185 | | 1- 185 |
| 1902 | | | | 1- 52 | | 1- 52 |
| TOTAL 385-211,143 Ships | | | | 301-25,774 Schooners | | |
| | 163 26,250 Brigs | | | 27 1,115 Sloops | | |
| | 35 11,256 Barks & Snows | | | 911- 275,578 tons | | GRAND TOTAL. |

TABLE TONNAGE DOCUMENTED AT PORTSMOUTH.

| Year | Registered | Enrolled | Licensed | Total. |
|------|------------|----------|----------|--------|
| 1793 | 12,521 | 1,254 | | 13,775 |
| 1794 | 12,957 | 1,428 | 144 | 14,529 |
| 1795 | 13,463 | 1,446 | 178 | 15,087 |
| 1796 | 15,579 | 1,595 | 288 | 17,462 |
| 1797 | 15,971 | 1,970 | 347 | 18,288 |
| 1798 | 16,461 | 2,389 | 329 | 19,179 |
| 1799 | 19,874 | 1,844 | 303 | 22,021 |
| 1800 | 16,399 | 2,200 | 373 | 18,992 |
| 1801 | 18,379 | 2,617 | 531 | 21,527 |
| 1802 | 18,799 | 2,444 | 366 | 21,609 |
| 1803 | 18,718 | 2,720 | 319 | 21,757 |
| 1804 | 18,167 | 2,911 | 369 | 21,447 |
| 1805 | 19,719 | 3,641 | 332 | 23,692 |
| 1806 | 20,606 | 3,495 | 346 | 24,447 |
| 1807 | 22,367 | 4,145 | 326 | 26,838 |
| 1808 | 20,101 | 5,370 | 401 | 25,872 |
| 1809 | 23,010 | 4,270 | 428 | 27,708 |
| 1810 | 24,533 | 3,736 | 467 | 28,736 |
| 1811 | 25,912 | 3,539 | 496 | 29,947 |
| 1812 | 25,255 | 3,955 | 479 | 29,689 |
| 1813 | 17,630 | 4,175 | 504 | 22,309 |
| 1815 | 25,290 | 4,649 | 626 | 30,565 |
| 1816 | 25,939 | 5,394 | 664 | 31,997 |
| 1817 | 17,387 | 5,987 | 665 | 24,039 |
| 1818 | 16,729 | 5,820 | 684 | 23,231 |
| 1819 | 19,329 | 5,969 | 665 | 25,955 |
| 1820 | 17,503 | 5,893 | 615 | 24,003 |

TABLE CONTINUED.

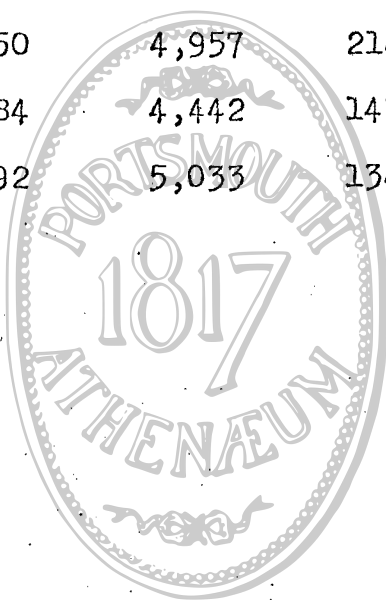
| Year | Registered | Enrolled | Licensed | Total. |
|------|------------|----------|----------|---------|
| 1821 | 20,329 | 6,648 | 196 | 27,173 |
| 1822 | 18,064 | 7,516 | 156 | 25,736 |
| 1823 | 17,906 | 7,214 | 143 | 25,243 |
| 1824 | 18,373 | 5,215 | 131 | 23,719. |
| 1825 | 18,845 | 6,492 | 96 | 25,433. |
| 1826 | 20,903 | 7,422 | 115 | 28,440 |
| 1827 | 21,771 | 5,449 | 99 | 27,319 |
| 1828 | 19,721 | 6,421 | 99 | 26,241 |
| 1829 | 16,914 | 7,111 | 115 | 24,140 |
| 1830 | 11,785 | 7,601 | 104 | 19,490 |
| 1831 | 10,109 | 6,084 | 152 | 16,345 |
| 1832 | 10,886 | 6,563 | 127 | 17,576 |
| 1833 | 13,074 | 6,428 | 134 | 19,636 |
| 1834 | 14,737 | 7,842 | 134 | 22,713 |
| 1835 | 14,399 | 9,053 | 120 | 23,572 |
| 1836 | 12,662 | 8m162 | 120 | 20,944 |
| 1837 | 15,827 | 9,002 | 126 | 24,955 |
| 1838 | 17,794 | 9,442 | 126 | 27,362 |
| 1839 | 20,924 | 9,757 | 126 | 30,807 |
| 1840 | 22,163 | 9,972 | 176 | 32,311 |
| 1841 | 18,014 | 8,430 | 96 | 26,540 |
| 1842 | 16,262 | 8,221 | 86 | 24,569 |
| 1843 | 14,400 | 8,377 | 93 | 22,870 |
| 1844 | 17,262 | 8,079 | 120 | 25,452 |
| 1845 | 15,759 | 8,499 | 155 | 24,413 |
| 1846 | 13,119 | 9,040 | 159 | 22,318 |

TABLE, CONTINUED.

| Year | Registered | Enrolled | Licensed | Totals. |
|------|------------|----------|----------|---------|
| 1847 | 15,771 | 8,991 | 177 | 24,639 |
| 1848 | 15,496 | 9,048 | 165 | 24,709 |
| 1849 | 19,044 | 8,212 | 200 | 26,456 |
| 1850 | 19,095 | 7,927 | 235 | 27,257 |
| 1851 | 15,603 | 7,483 | 217 | 23,303 |
| 1852 | 23,836 | 8,242 | 249 | 32,327 |
| 1853 | 16,986 | 8,585 | 256 | 25,827 |
| 1854 | 23,373 | 8,793 | 250 | 32,416 |
| 1855 | 27,478 | 8,755 | 237 | 36,470 |
| 1856 | 34,678 | 5,957 | 82 | 40,717 |
| 1857 | 33,383 | 5,498 | 49 | 38,930 |
| 1858 | 30,094 | 5,825 | 42 | 35,961 |
| 1859 | 29,833 | 6,636 | 73 | 36,542 |
| 1860 | 28,876 | 5,978 | 128 | 34,982 |
| 1861 | 25,472 | 5,665 | 164 | 31,301 |
| 1862 | 20,264 | 5,552 | 212 | 26,028 |
| 1863 | 20,033 | 5,666 | 218 | 25,917 |
| 1864 | 15,137 | 5,958 | 162 | 21,257 |
| 1865 | 12,155 | 3,653 | 214 | 16,022 |
| 1866 | 2,467 | 3,509 | 123 | 6,099 |
| 1867 | 7,427 | 5,393 | 196 | 13,016 |
| 1868 | 9,600 | 3,705 | 187 | 13,492 |
| 1869 | 9,714 | 3,379 | 160 | 13,253 |
| 1870 | 9,389 | 3,639 | 189 | 13,217 |
| 1871 | 9,060 | 3,708 | 501 | 13,269 |
| 1872 | 7,765 | 4,053 | 175 | 11,993 |

TABLE CONCLUDED.

| Year | Registered | Enrolled | Licensed | Total. |
|------|------------|----------|----------|--------|
| 1873 | 10,431 | 3,274 | 184 | 13,889 |
| 1874 | 9,482 | 4,122 | 216 | 13,820 |
| 1875 | 9,159 | 4,753 | 200 | 14,112 |
| 1876 | 7,653 | 4,328 | 239 | 12,220 |
| 1877 | 9,511 | 3,794 | 237 | 13,542 |
| 1878 | 9,709 | 3,723 | 225 | 12,657 |
| 1879 | 5,235 | 4,441 | 181 | 9,857 |
| 1880 | 5,350 | 4,957 | 214 | 10,521 |
| 1881 | 5,784 | 4,442 | 143 | 10,369 |
| 1882 | 5,292 | 5,033 | 134 | 10,461 |



PUBLIC VESSELS

Launched into the Piscataqua River were three vessels of war built for the Royal Navy. The first of these was the FALKLAND of 637 tons, 48 guns and 226 men, built in 1690 by John Taylor and named in honor of Anthony Viscount Falkland, Lord of the Admiralty from 1691 to 1693. She was the first two decked vessel built in North America.

Officially added to the Royal Navy, March 3, 1695, the first incident of importance was the capture of a 54 gun French frigate by the the DREADNOUGHT, the FOWEY and the FALKLAND, the last under the command of Captain John Underdown. the captured vessel was renamed the FALKLAND PRIZE as the FALKLAND bore the brunt of the attack. An item of less importance was that the FALKLAND was frozen in Boston Harbor during the winter of 1696 where there was great suffering amongst the crew, with 20 of them dieing and fifty seriously ill. The following summer was spent in Portsmouth Harbor. In 1717, the FALKLAND was one of a fleet that made a successful attack on the French fisheries.

The second vessel was the BEDFORD GALLEY, fifth rate, of 372 tons, 32 guns and 135 men, built in 1696 by John Taylor and named in honor of Lord William Russell, Duke of Bedford. She was added to the Royal Navy, May 3, 1697. In 1711, the BEDFORD GALLEY started on an expedition to Quebec but was diverted to convoy duty. From 1719 to 1721, she was attached to the squadron dispatched to the Baltic and was in command of Captain James Luck.

The REDFORD GALLEY was converted into a fireship by order of the Admiralty, February 19, 1716, and disappeared from the records before 1727.

The third and last vessel built in the Piscataqua Region for the Royal Navy was the frigate AMERICA of 54 guns constructed by Nathaniel Meserve of Portsmouth in 1749. In 1796, under the command of Captain John Blankett, the AMERICA was one of the ships in the fleet of Vice Admiral George Keith Elphinstone at the surrender of the Dutch fleet under Rear Admiral Engelburtus Lucas, consisting of two 66 gun ships, one 54 gun ship, five frigates and sloops and one storeship.

Just prior to the Revolution, John Langdon of Portsmouth purchased Withers Island in the Piscataqua River between Portsmouth and Kittery and turned it over to the Government. Renamed Langdon's Island, it became the site of the first U.S. navy yard of Portsmouth.

The first vessel built here was the RALEIGH of 750 tons and 32 twelve-pounders. Work was started by Hackett, Hill and Paul under the direction of Thomas Thompson in March 21, 1776, and the launching took place sixty days later on May 21, 1776. She sailed from Portsmouth, August 12, 1777, for France under Thomas Thompson whose commission dated October 10, 1776, was issued by John Hancock. After taking on a load of military stores at L'Orient, France, she returned to Portsmouth in April, 1778.

Later in the same year, under the command of Captain Barry, the RALEIGH met the British EXPERIMENT of 50 guns

and the UNICORN of 22 guns near Wooden Ball Island, twenty

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

miles from the mouth of the Penobscot River. After a bitter battle in which she lost twenty men, the American was worsted, being driven ashore on the island. Finding that they could defend themselves, Captain Barry decided to give fight but the vessel was betrayed into the hands of the British by an unfaithful officer.

On September 25, 1776, work was started by James Hackett of Exeter, New Hampshire, on the Private Armed Ship PORTSMOUTH of 300 tons, 20 guns and 100 men. She was launched December 21, 1776, and was owned by John Langdon.

Two days later, the construction of the HAMPSHIRE of 300 tons and 18 guns was commenced and on May 10, 1777, the vessel was launched. After one successful cruise against the enemy, she was purchased by the Government, the name being changed from the HAMPSHIRE to the RANGER. Under the command of Captain John Paul Jones, the RANGER sailed for France, November 1, 1777; the reason for the trip being to take Captain John Paul Jones to France where he was to receive the command of a vessel of war and to carry the news of the surrender of Burgoyne to American sympathizers abroad.

After refitting, she sailed from Nantes, February 13, 1778, for a cruise along the Irish coast, and in Quiberon Bay the next day, the Stars and Stripes received its first salute from a foreign power. It is easy to imagine the feeling of Captain John Paul Jones who said when receiving his command on the day the flag was adopted "That flag and I are twins; we cannot be parted in life

or in death; so long as we can float, we shall float together; if we must sink, we shall go down as one."

On April 14, 1778, off the Irish coast, the RANGER captured the Ship LORD CHATHAM with a cargo of merchandise and ordered her to Brest, on the 19th and 20th, captured and sunk a schooner and a sloop. Three days later, Captain John Paul Jones captured the town of Whitehaven, spiked the guns and set fire to the shipping. Later, the Island of Saint Mary was captured. The next day, the 24th, the RANGER, in an engagement lasting over an hour, captured the Ship DRAKE with the loss of two men while the DRAKE lost 42, including the captain and the first lieutenant. The captured vessel was ordered to Brest where she arrived May 8, 1778.

In company with the WARREN and the QUEEN OF FRANCE, the RANGER captured a privateer and a schooner on April 6, 1779. The next day she captured and manned seven vessels out of a fleet of nine in four hours. Again on July 5, 1779, the RANGER cut out eleven vessels from a fleet of 50, the captures being valued at \$1,000,000. The RANGER was captured by an enemy fleet at Charleston, South Carolina, in 1780, after the city had been sacked.

Immediately on the launching of the RANGER, work was started on the construction of the AMERICA, one of the six 74's authorized by Congress and the only one completed and launched. The acceptance of the contract prevented the building of other vessels of war during the Revolution for

while it was expected that it would take 150 men eight months to complete the work, the launching did not take place until May 12, 1782, due to the failure of Congress to provide funds.

The AMERICA 74 was of the following dimensions: 182 feet six inches upper gun deck, 174 feet four inches lower gun deck, 56 feet six inches extreme breadth and 1884 tons. She was built by Major James Hackett of Exeter and later of Portsmouth, who also drew the plans. Altho he had never seen a ship of the line, the AMERICA was considered one of the finest ships afloat and was used by the Royal Navy as a model for several ships.

Captain John Paul Jones, after many disappointments, had been promised the command of the AMERICA, the highest rank and honor that Congress could bestow and had been ordered to Portsmouth to supervise the completion of the vessel. He found on his arrival that work on the AMERICA was at a standstill. He was told that an attempt was to be made, according to rumors, to destroy her on the stocks. In fact, a letter dated at Exeter on February 2, 1782, written by Josiah Bartlett of the Committee of Safety to Captain Titus Salter of Portsmouth read as follows:

"Whereas there is great reason to apprehend that the enemy have a design to destroy the ship now building at Portsmouth. You are hereby required to keep a Strong Guard at the Great Island and constantly in readiness with a good boat to go on board and examine all the vessels and small craft of

every kind that may enter the harbor." Captain Jones applied to the State of New Hampshire for an armed guard which was not forthcoming but on sighting mysterious boats being propelled around the island by sinister figures with muffled oars in the middle of the night, the Captain procured one, meeting the expense out of his own pocket.

The time of the launching was at hand when word was received that Congress had presented the AMERICA to France to replace the MAGNIFIQUE which had sunk in Boston Harbor. In June, 1794, at Toulon, the British captured the AMERICA from the French, and renamed her the IMPETEUX as the first AMERICA built in Portsmouth was still in the Royal Navy.

Little is known about the hundred or more privateers fitted out of Portsmouth during the Revolution. The Privateer INTEPRID, a ship of 20 guns and 160 men captured four vessels. The Privateer SWALLOW, a cutter of two guns and twenty men, in company with the Privateers HERO, HOPE and SCANNEL and a shore party under Lieutenant Bateman captured the town of Iuenburg, spiked two 24 pounders and ranmsed the town for \$5000. The Privateer GENERAL SULLIVAN, a brig of 14 guns and 100 men, owned by Eliphelat Iadd captured the Ship MARY of eight guns. In 1782, she recaptured the Ship HARRIET that had been driven out of Gloucester and taken to sea by the British.

While the above Piscataqua built privateers were a few of the many successful vessels, perhaps the most colorful was the Privateer HAMPDEN, a ship of 22 guns and 130 men

under the command of Timothy Pickering. A short time before war was declared, Timothy Pickering fired on a barge from the British ship of war SCARBOROUGH coming into Portsmouth on a foraging party, forcing the barge to land and the crew to disappear. Captain Pickering found the barge, and hitching four horses to it, dragged it thru the streets of Portsmouth. On October 1, 1775, the British Ship PRINCE GEORGE loaded with flour came into Portsmouth during a storm. Timothy gathered a crew who captured the vessel; the cargo of flour, except 50 barrels, being sent to Washington's army. He had had his vengeance for a vessel of his captured earlier by the British.

On the completion of the HAMPDEN, Timothy Pickering took her on a cruise against the enemy. Soon after sailing, they met a large Indiaman. After an engagement lasting three hours in which the HAMPDEN lost 21 men including Captain Pickering, the vessels separated, both damaged badly. As the HAMPDEN entered the Piscataqua with her flag at half mast, minute guns were fired and Portsmouth went into deep mourning for a man of exceptional loyalty and bravery. In the same year, the HAMPDEN was captured.

After the close of the war, attention was focused on the peacetime enemies. The Revenue Cutter Service was formed by Congress in August, 1790, to prevent smuggling and two months later the Collector of Customs at Portsmouth was instructed to have built a vessel suitable to patrol the coast of Maine and New Hampshire. A contract for a

schooner 44 feet long, 15 feet beam and 6 feet six inches deep was let out February 15, 1791, and the vessel launched August 24, 1791. It was the original intention to name her the FERRET but after the name had been chosen, it was discovered that there was a public vessel in Nova Scotia with that name. The Department then selected the name SCAMMEL in honor of an officer in the Revolutionary army from Durham. Hopley Yeaton was made Captain at \$50 per month and to him went the distinction of receiving the first commission from Congress. John Flagg was made first mate at \$35 per month, John Adams second mate and Samuel Hobart third mate.

The first fruit of the campaign against smugglers made by the SCAMMEL was the apprehension in 1792 of a boat seen by the officers to go alongside the Schooner ADVENTURE and the subsequent recovery of three parcels of coffee about to be smuggled into the country. On April 13, 1793, an officer of the SCAMMEL saw men loading a small boat from the RISING SUN. The boat was found to contain a bag of cocoa and 24 bags of coffee, all of foreign origin.

After seven years of service, the SCAMMEL was found to be too small and was sold. The second revenue cutter was the GOVERNOR GILMAN, built in 1798. The original officers were Hopley Yeaton, captain; Benjamin Gunnison, first mate and John Mitchell, second mate.

Smugglers were not the only foes with whom the Government had to deal. There were the buccaneers and the pirates. Perhaps the worst were the "Algerines" who were

preying on the commerce of all nations. One instance of

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

their depredations was their seizure of the Ship OLIVERBRANH built in Berwick, Maine, in 1791 for Jonathan Hamilton of that town. The vessel sailed for Lisbon from Portsmouth, October 6, 1792, under the captaincy of William Furness of Berwick. After being kept in chains for some time, the crew was allowed to return home.

Congress ordered in 1796 the construction of a 56 gun frigate of 600 tons to be called the CRESCENT on Langdon's Island by James Hackett to be presented to the Dey of Algiers in return for his promise to let American shipping alone. On January 20, 1797, at 10 A.M., the CRESCENT sailed with many valuable presents including 26 barrels of specie dollars; the total value of vessel and cargo being \$300,000.

The next step taken by Congress was the building of revenue cutters of sufficient size to cope with marauders, to form a part of the Navy. The Revenue Cutter SCAMMEL of 187 tons, 14 guns, was built in 1798 by James Hackett at a cost of \$20,000. After a tour of duty under Lieutenant J. Adams in the squadron of Commodores Barry, Truxton and Decatur against buccaneers and French privateers, she was sold in Baltimore in 1801 for \$8,200.

In 1798, the frigate PORTSMOUTH of 24 guns, 94 feet long and 31 feet beam, carrying a crew of 220 men, was built by James Hackett at a cost of \$59,600. Quoting from the October 16, 1798, issue of the New Hampshire Gazette: "On Thursday last, a most beautiful copper bottomed 24 gun ship called the PORTSMOUTH and built for the service of the

United States was launched from the Continental Navy Yard, Langdon's Island. The launch was conducted on the best principles of the complete shipbuilder and the ship deposited in her future native element with safety. John Adams, Esquire, commander of the "Revenue Cutter bade her welcome to old ocean by a federal salute which was answered by the federal armed sloop CATO, John Wardrobe, Commander, and an enormous concourse of attendant citizens manifested their pleasure by repeated huzzahs."

"The PORTSMOUTH is to be commanded by Daniel McNeal of Boston, an experienced and valuable officer; Captain Richard Tibbetts of Portsmouth, first lieutenant; Captain George Turner, second lieutenant; and Captain Robert Oram, sailing master. The keel of the above ship was laid on July 4th last, a happy presage of supporting that independence on the ocean which this country has maintained on land. She has been completely built, coppered and launched in the short period of 85 working days. It merits an additional record that within the confined period of fourteen months, a six and thirty gun frigate for the Dey of Algiers, an elegant revenue cutter and the beautiful ship PORTSMOUTH of 24 guns have all been laid at keel and finished for the water in the same yard."

The PORTSMOUTH was sold in 1801 for \$34,366.

The last ship of war built at Langdon's Island was the Frigate CONGRESS (145'x41'x26') of 36 guns and 1268 tons burthen, built by James Hackett in 1799 at a cost of \$197,246. She was completed in 258 working days, a working

day being from sunrise to sunset with a half hour out for breakfast, one hour for dinner and ten minutes for grog.

Again quoting from the New Hampshire Gazette:

"The stern pitch and instant recovery said we bow only to the elements on which we float and bid erect defiance to a world beside."

The CONGRESS under Captain Sever, in company with the ESSEX sailed on convoy duty but the CONGRESS had to return to Portsmouth, having lost her three masts due to her rigging slacking in a gale. In 1801, she returned to convoy duty and five years later she brought home the first ambassador of the Barbary Powers. In 1814, the port of Portsmouth was blockaded by the BULWARD 74, POICTIERS 74, ENDYMION 32 and the VULTURE 24. Fearing an attack, the CONGRESS was decommissioned and hidden four miles up the Piscataqua River. After peace was declared, she sailed for the Mediterranean under Charles Morris. The CONGRESS was broken up in 1836.

In 1800, an island nearer the mouth of the Piscataqua River was chosen for the navy yard. The first vessel built in the new location was the 74 gun frigate WASHINGTON of 2250 tons; the work being done by Badger and Magraw under contract, at a cost of \$235,801. An extract from Niles Register (vol. VI, page 128): "Accounts have been received (during the War of 1812) at Portsmouth that appear to be relied upon stating that a British force of three 74's and a number of frigates are fitting out at Halifax for the purpose of destroying the 74 building there (the WASHINGTON). As there is no NEUTRALITY in that town and some time has been

allowed to prepare for the reception of the enemy, we trust that he will have a warm reception. The citizens will not give up the ship."

In 1815, the WASHINGTON sailed for Europe where she remained as flagship of the squadron until 1818. On her return to New York, she was made a receiving ship and after many years of service, she was broken up at Norfolk in 1843.

On June 26, 1812, Congress passed an act authorizing the President to issue letters of marque to privately owned vessels thus bringing into being a fleet that so badly harassed the enemy thruout the war that on September 7, 1814, at a meeting of the merchants, manufacturersm shipowners and underwriters of the city of Glasgow it was "unanimously resolved that the number of American privateers with which our channels have been infested, the audacity with which they have approached our coasts, and the success with which their enterprise has been attended, have proved injurious to our commerce, humbling to our pride, and discreditable to the directions of the naval power of the British nation whose flag, till of late, waved over every sea and triumphed over every rival. That there is reason to believe that in the short space of less than 24 months, above 800 vessels have been captured by that power whose maritime strength we have hitherto impolitically held in contempt."

It was but natural that the America seaman should turn to privateering when war was declared for for fourteen years his vessels had been plundered and sunk by the nations of Europe altho he had had no way to retaliate.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Furthermore, he realized that the best services he could render his country was to cut off the food stuffs the enemy would attempt to provide her armies on American soil and to assure his own nation a contact with the outside world regardless of blockade.

Critics of this method of warfare claim that it is just a little short of piracy. Before coming to this conclusion, one must bear in mind these three differences: first, the pirate took as his victims, vessels of all nations while the privateer confined his activities to the merchant marine of the enemy who fully knew the chances they were taking when they put to sea and had the right to take steps to protect themselves. Second, the pirate treated his captives with extreme cruelty in the majority of cases whereas the privateer used utmost humaneness. Third, the pirate made his own laws while the privateer followed the laws and regulations laid down by his Government.

Fortunes were made and fortunes were lost in privateering. It was the custom to divide the gains equally among the owners and the crew. In return, the owners had to furnish and equip the vessel and feed the crew. The crew received no salaries, their pay being their share of the prize money. The agreement entered into between the crew and the owners of the Privateer THOMAS was as follows:

"Articles of agreement made this fourteenth day of December in the year of our Lord, One Thousand Eight Hundred and Twelve at Portsmouth, N. H. Witnesseth that it is agreed on by and

between the crew and the owners of the Private Armed Schooner
Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

THOMAS now lying in Portsmouth harbor on our part and the owners of the vessel on the other part: That for the consideration of one-half of the nett proceeds of the Prize or Prizes said vessel may obtain, we, the officers, marines and seamen of the said vessel do agree to go in the said vessel in the several capacities affixed to our names and the several shares shall be apportioned as we have herein agreed, and said shares shall be a full compensation for our services during the cruise of said vessel which is to begin on her leaving Portsmouth and to continue three months unless captured before, in which case the cruise shall be considered at an end. And it is further agreed that in case anyone shall leave the service of said privateer during her cruise, he shall forfeit the whole of his share or shares to the owners and crew of said vessel. And it is further agreed that each and every man who may be put on board a prize shall be entitled to the same share and emoluments arising from the prizes taken by said privateer during his or their absense as much as if he or they were on board said privateer provided they serve the term of time above mentioned if called for. And if anyone after this, desert or refuse to repair on board said privateer when called for, or refuse to obey the commanding officer or officers on board said privateer or prizes, he or they shall forfeit their share or shares in the same manner as above mentioned. And it is further agreed that the owners of said vessel shall furnish the necessary supplies of provisions, ammunition and implements for the intended cruise."

The crew's fifty percent was divided according to their rank. In the case of the THOMAS, the commander received nine shares, the first lieutenant seven, the second lieutenant, surgeon and sailing master five each, the prize masters four each, the lieutenant of the marines, the gunner, the boatswain, the carpenter and the steward two each, the gunner's mate, the boatswain's mate and the carpenter's mate one and one-half each, the marines and seamen, some one each and the others three-quarters each and the boys one-half each.

Among the names in the crew lists are found many of the sea captains. On the Privateer THOMAS on her first cruise were Thomas M. Shaw, commander, Benjamin Damrell, first lieutenant, William Vaughan second lieutenant, Samuel Todd sailing master, James Hill, James Hall, Benjamin Shapley and George Kennard prize masters and Joseph Drown, master mariner. On her third cruise were Thomas M. Shaw commander, James Holmes first lieutenant, William Damrell second lieutenant, Richard Smart (former commander of the Privateer NANCY) sailing master, Joseph Harrold, James Hall and James Hill prize masters.

On the Privateer FOX on her first cruise were Elihu D. Brown commander, Henry Salter first lieutenant, J. Stoodley second lieutenant, Henry Sherburne, Nathaniel Dennett, William Harmon, William Dearing and Joseph Jenkins prize masters, Jeremy Hill, Theodore Fernald, William Tredick, Robert Johnson and Enoch Parrott prize masters, Samuel C. Jones clerk, J. Hubbard surgeon, and H. J. Ham second lieutenant of the marines. The remainder of the crew consisted of seven men assigned to the forecastle, one armourer, 37 seamen, eight marines, eleven boys

and eight black men.

New Hampshire's part in privateering was important. Perhaps the outstanding figures were Thomas M. Shaw, Elihu D. Brown and William Watson. At the start of the war, Abram Shaw lengthened his schooner THOMAS and converted her into a private armed schooner. Under the command of Thomas M. Shaw, for whom the vessel was named, the privateer put to sea, capturing several enemy vessels including the English Privateer LIVERPOOL PACKET which became the Privateer PORTSMOUTH PACKET. Later the THOMAS was captured by a British frigate and the Captain was made a prisoner. Released, he took command of the Privateer PORTSMOUTH which made an enviable record.

Commander Elihu D. Brown was in charge of the Private Armed Schooner FOX, Portsmouth's most successful privateer. On one cruise, captures were made valued at half a million dollars. On October 21, 1814, he took command of the HARLEQUIN, another privateer. Ten days out from Portsmouth, he gave fight to a frigate in disguise and lost.

Captain William Watson of Dover, New Hampshire, sailed one of the first privateers out of Portsmouth, the Private Armed Schooner SQUANDO. After taking one prize she, herself, was captured and Captain Watson made a prisoner. After being given his freedom, he took a lieutenancy in the Privateer PORTSMOUTH PACKET and again was captured.

Portsmouth's first privateer was the Schooner NANCY of 46 tons, built in Salem, Massachusetts, in 1770, commissioned July 14, 1812. With an armament of nine carriage guns

and a crew of forty men under the command of Captain Richard Smart, the NANCY set sail on July 15th., on a cruise against the enemy. She succeeded in capturing the British Brig RESOLUTION with a cargo of 728 barrels of flour, 270 tierces of peas and six coils of hemp, all for the British army, the total value being \$10,000. Out of this cargo, 328 barrels of flour and 192 tierces of peas were sold in Spain. The NANCY, her life of usefulness over, was broken up September 13, 1812.

The Private Armed SQUANDO was commissioned on July 28, 1812, two weeks after the NANCY. For armament, she had two swivels. Under the command of William Watson with a crew of many old sea captains, much was expected of her. Her only capture was the British Schooner FERIBE & PHOEBE with a cargo of 205 quintels of fish and four barrels of oil valued at \$1025. The vessel and cargo was sold at Portsmouth September 19, 1812 for \$1,516.70. The SQUANDO was later captured.

On August 13th., the Schooner THOMAS was commissioned. The THOMAS was a schooner built by Abraham Shaw at Durham in 1809, 67 feet long, 19 feet beam and eight feet deep. She was lengthened to 85 feet thus increasing her burthen to 121 tons on August 13, 1812. This vessel was under the command of Thomas M. Shaw, had a crew of ninety and was equipped with fourteen guns and two swivels. The first cruise began August 17, 1812 and resulted in the capture of the Ship FAIRMOUTH sailing from Jamaica to London with a cargo

of rum, sugar and coffee valued at \$115,000. The FAIRMOUTH and cargo was sold at Portsmouth, October 7, 1812 for \$122,787.48. Altho this British vessel had six long nines, six 24 pounders and two 12 pounders, the FAIRMOUTH surrendered without firing a shot.

On the second cruise from Portsmouth September 19, 1812, the THOMAS captured the British Brig ANTHONY which was retaken by the enemy and carried into Halifax. Two other captures were made; the Ship DROMO valued at \$325,000 and another brig valued at \$20,000, both being sent into Boothbay, Maine.

On June 1, 1813, the THOMAS sailed from Wiscasset, Maine. On this cruise were captured the Ship DIANA and cargo which were sold at Wiscasset for \$203,109.67 on July 13, 1813, the Brig JOHN PEET and cargo sold at Wiscasset for \$24,625.50.

On June 11, 1813, the privateer fell in with the British Privateer PIVERPOOL PACKET and after a bitter battle in which the PACKET lost two men and the THOMAS one, the PACKET was captured and taken into Portsmouth. Altho the PACKET and her cargo sold for only \$3,349.87, there was great rejoicing over her capture for since the beginning of hostilities, this vessel had roamed with impunity from Halifax to Boston raising havoc with coasting and fishing vessels. According to Niles Register (Vol IV, Page 273) "the pilot of the LIVERPOOL PACKET (the Nova Scotia privateer that for many months has committed so great deprivations on the coasting trade of the Eastern states) is an American and has a family near Portland by the name of Yorke."

There is no evidence at the Portsmouth Custom House as to the above altho there is no reason to doubt

the story.

The next privateer was the SCIENCE. The Private Armed Sloop SCIENCE of 74 tons was built at Catskill, N. Y., in 1806. Her crew consisted of 60 men, her equipment four guns and six swivels. On her first cruise, under the command of William Fernald, a former lieutenant aboard the NANCY, the SCIENCE was captured by the British Frigate YOUNG EMILIOUS. His sworn statement follows.

"This may certify that I, William Fernald, being appointed to the command of the Private Armed Sloop SCIENCE did sail from this port of Portsmouth on the fiveteenth day of August, 1812, and on the 24th of the same month was captured by his Britanac Magesty Brig YOUNG EMILIOUS formerly the U.S. Brig NAUTILUS and carried into Halifax on the 27th of the same month and after being captured, I had my commission, register, with all my papers taken from me by the commander of the vessel that captured me. Sworn April 8, 1813, Sgd. Wm. Fernald."

Portsmouth's fifth privateer was the Sloop FIRST CONSUL of 52 tons equipped with five guns and two swivels and manned with a crew of forty under the command of William Tullock. She left Portsmouth on her first cruise, August 28, 1812. On September 13th., according to her journal "saw a sail- gave chase- found it to be a letter of marque- it blowing hard, could neither fight nor board her but dogged her til dark in hopes it would be calm but the sea increasing, gave up the chase. September 17th, boarded the American Ship ABIGAIL from Liverpool bound to Norfolk- manned her

and ordered her to the first American port (captured afterwards by the British and sent to Halifax). September 25th., saw four sail- took them to be English men of war- set all sail--one of them gave chase but soon gave up the chase- arrived Portsmouth, September 30, 1812." The American Ship ABIGAIL was a lawful prize as she was trading with the enemy.

Finding the FIRST CONSUL too small for privateering, the vessel was lengthened at Portsmouth, her burthen increasing to 91 tons. It is evident at this time the name was changed to the GOVERNOR PLUMER but soon after changed back to the FIRST CONSUL. The official customs records credit the Brig DAVID to the GOVERNOR PLUMER and the index or registers show the issuance of a register to a vessel of that name. However, in each instance, this name was scratched off and the name FIRST CONSUL inserted. The explanation may be that the Governor of the State of New Hampshire for whom the privateer was renamed may have objected as privateering did not meet with universal approval. Or the owners may have desired the restoration when a new Governor was elected. Be that as it may, it is evident that unofficially the FIRST CONSUL was renamed the GOVERNOR PLUMER for a time.

During her second and last cruise, the FIRST CONSUL captured the British Brig DAVID with a cargo of foodstuffs valued at \$5,000 for the British army. The DAVID and her cargo was sold at Portsmouth June 22, 1813, for \$10,289.63. The FIRST CONSUL was later captured by a British frigate.

The fifth and last privateer out of Portsmouth during

bags of almonds, 41 boxes of raisins, a barrel of sugar, two bags of beeswax, a barrel of coffee and four sacks of wheat, a total value of \$20,000.

The FOX's next successful trip was her fifth one. During that cruise, under the command of Elihu D. Brown, she captured the Schooner FRIEND'S ADVENTURE with a cargo of rum, sugar, molasses and coffee, the Brig FAIR STRANGER with a cargo of foodstuffs and the Brig BELISE with a most valuable miscellaneous cargo. The Schooner FRIEND'S ADVENTURE and her cargo was sold at Portland, Maine, May 14, 1814, for \$16,677.45. The FAIR STRANGER and her cargo was sold at Portsmouth for \$6,135.00. The Brig BELISE and cargo was sold in Portsmouth July 16, 1814 and the balance at Saco, July 20 and 27, 1814, the total sale price being \$396,696.86. Half of the net sale price of this cruise went to the owners and the other half to the crew and each share paid over \$11,000. In addition, the FOX returned to Portsmouth, May 31, 1814, with a miscellaneous cargo taken from captured vessels amounting to \$120,000.

On her sixth cruise was captured the KINGSTON PACKET whose cargo was sold at Portland October 7, 1814 for \$7,629.99 and the Ship STRANGER whose cargo was sold at Salem, Massachusetts, for \$71,773.82. After expenses had been deducted, the balance of \$67,857.76 was divided, each share being worth \$2,099.16.

Her last cruise was made under John Winkley. The chief capture was the Ship ANTIQUA whose cargo was sold at Portsmouth for \$36,511. In the Privateer FOX on her return was goods valued at \$1,852.77. The FOX was sold for \$3,488.26,

and the final division of spoils figured \$1,224,11 for each share. When to the money realized from the sale of seized goods and vessels is the ransom money and the fees paid by the United States Government for the prisoners, the Private Armed Schooner FOX made a million dollars for her owners and crew.

At the end of 1812, Portsmouth had the Privateer FOX, FIRST CONSUL and THOMAS in commission. Early in 1813, the Schooner DART of 209 tons, built at Portsmouth in 1812 for Ebenezer Thompson, was added to the list. The Privateer Armed DART had two guns and thirteen men under the command of Theodore Jewett who, while master of the Brig HERO was captured by the British Ship TARTARUS, was commissioned February 17, 1813. As there is no further record than as clearing for Bordeaux on February 17th., there is strong likelihood that the commission was never used.

The eighth privateer out of Portsmouth was the Private Armed Schooner PORTSMOUTH PACKET of 54 tons, formerly the British Privateer LIVERPOOL PACKET which was captured by the THOMAS. The PORTSMOUTH PACKET made but one cruise. On October 5, 1813, the second day out of Cape Porpoise, Maine, the packet was recaptured by the British Sloop of War RANTOME, John Lawrence commander.

The year 1813 was a disastrous one for Portsmouth privateers. By the end of the year of the eight privateers six had been captured and one broken up leaving one, the FOX, still in existence. 1814, however, unfolded a different story.

Portsmouth's ninth privateer was the PORTSMOUTH, a brig of 270 tons carrying nine carriage guns and a crew of 90

under the command of Thomas M. Shaw, who had been captured aboard the THOMAS. On September 15, 1814, the PORTSMOUTH sailed into Portsmouth harbor with merchandise from captured vessels valued at \$75,000 and nine prisoners from the Brig NANCY. A month later, October 18th., she arrived at

Portsmouth with cloth and clothing valued at \$105,000 and eighteen prisoners; nine from the Schooner MARY and eight seamen from the Ship JAMES. Three days later, the captured the Ship JAMES arrived with a cargo of dry goods, rum, gin, brandy, and 80 casks of powder for the British army and for prisoners, John Thompson, his wife and seven children and two passengers.

Under John Sinclair, the PORTSMOUTH sailed on a cruise November 10, 1814. She captured and burned the Brig OCEAN and captured and ransomed for \$30,000 the Brig LANGTON. On December 24th., the Brig CROWN PRINCE was captured, her cargo consisting of 382 bales of wool and 450 boxes of raisins, also the Schooner MARY with wine and fruit. Her last capture was the transport JUNO on which all the prisoners were placed as they were proving to be a serious handicap in handling the privateer in the prevailing heavy gales. The JAMES and cargo was sold at Durham, New Hampshire, for \$242,445.21 on November 23, 1814.

The tenth privateer was the HARLEQUIN. Construction on this vessel was started in 1812 at Durham by Andrew Simpson on plans drawn by Elihu D. Brown, her first commander. She had a crew of 120 and an armament of ten guns. In a letter to the owners, Commander Brown gave an account of her short career. The letter follows:

" Thursday, October 20, 1814, at 4 P.M., sailed from Portsmouth, N. H., Friday morning at daybreak near Cathesedge saw a sail bearing N.N.W.- ship rigged under easy sail- supposed her at first to be a ship of war- made sail and stood S. E.- she appeared to take no notice of us and stood to the N.E. from which circumstance we suspected her to be a merchant vessel bound to the Bay of Fundy but did not chase in consequence of being in the vicinity of many of the enemy's cruisers.

Saturday at 8 A.M.- saw four sails from the mast head (square rigged vessels) standing north, to appearance all merchant vessels/ At 9 A.M. finding that no one of them shew a disposition to chase so we made sail in chase of them. At 4 P.M., saw their hulls from the deck and observed that one of them was a man of war brig and another of them a large ship- gave up the chase.

Sunday, 8 A.M., saw a vessel from the masthead bearing south standing towards us. At half past eight, saw her topsails from the deck when she hauled her wind to the eastward and made all sail on a wind- hauled our wind and gave chase supposing her to be a ship which belonged to the convoy that we chased on Saturday. At 10 A.M., we had overreached one point and weathered away so as to see the top of her bulwarks but the weather growing thick, could not discover her character otherwise than by her manoeuvres. We, therefore, kept on to the eastward and finding that she still kept on to the westward, we concluded that she was not a vessel of war, tacked and continued the chase. At noon, the weather grew very

thick with rain- lost sight of the chase- kept off one point and set the sail to prevent the chase from escaping by

heaving off before the wind. At quarter past 3 P.M., saw the chase half a point on the weather bow and found that we were nearing him very fast. At 25 minutes past 3, discovered that the chase was standing towards us in square sail-hauled in a wind and tacked when our antagonist shew an English red ensign- hauled up his courses and made a signal to us. From this manoeuvre and his large appearance, we supposed him to be a large transport or troop ship preparing to fight us. We therefore prepared for action and shew our colours, at the same time kept under full sail for precaution lest we should be deceived in appearance of the vessel altho no guns could be seen. Our antagonist then boarded his racks and fired a shot at us. We sprung a luff to bring our guns to bear on him but could not succeed without having our topsails aback. Kept on springing luffs that he might forereach to the range of our guns- fired one gun across his bow when we received several shots from him. Kept away a good full in order to forereach on him to gain the weather gage when a shot cut our gib haulyard. Being then within muskett shot, we discovered to our surprise that the ship we were going to engage was a ship of the line and having our gibb haulyards shot away, we bore off and set the square sail by the yard ropes, the haulyards shot away- got off before the wind when our antagonist opened a heavy fire on us from his cannon and musketry and a shower of grape cut away our main haulyards. This rendered fruitless all further attempts to escape, our sail soon being becalmed by those of the enemy, we were compelled to surrendered to his B.M. Ship of the Line BULWARK, Admiral Milne.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

We had no one hurt on board."

The next privateer from Portsmouth was the MACEDONIAN. The Private Armed Schooner MACEDONIAN of six guns manned with a crew of 94 under Penn Townsend made two cruises. On December 5, 1814, she arrived at Portsmouth from a twenty-one day cruise, leaving Salem, Massachusetts, November 14, 1815. Two days out, the MACEDONIAN captured the British Brig ELIZABETH of 130 tons and eleven men, bound from Turks Island in the West Indies to Saint John with a cargo of salt and sugar and ordered her to the United States. On November 18th., the MARINER, a schooner of 124 tons bound from Saint John to the West Indies was made a prize. The 22 prisoners from the two captures were placed aboard the MARINER and sent to Bermuda. The same day, the Brig LOUISA of 175 tons, bound from the Barbadoes to Halifax with a cargo of salt and tin was captured, and after the tin had been removed, burned. The Brig BRITANNIA, a fine new vessel of 153 tons bound from Saint John to Liverpool met the same fate on November 20th. On November 26th, the last prize was made, the Ship SIR EDWARD PELLEW of 307 tons, two guns and 19 men. The vessel was destroyed.

On November 29th., the MACEDONIAN in heavy seas sprung aleak. The pumps were manned and all canvas spread in an attempt to reach port before she sank. She finally arrived at Portsmouth after throwing overboard all her guns in an attempt to lighten her, bringing in as prisoners the captain and two seamen from the BRITANNIA and the captain, two mates and fifteen seamen from the SIR EDWARD PELLEW. She also brought in miscellaneous goods valued at \$3,000 taken from her various captures

Extracts from the journal covering the second cruise of the MACEDONIAN follow:

"January 7th, 1815, sailed from Portsmouth.

January 19th., Lat. 33.50, Long. 44.08, spoke WILLIAM & MARY of Newport, Rhode Island.

January 26, in sight of the Isle of Saint Michaels- captured the British Schooner BRITANNIA, William Wilson commander, of Scotland from Fayal bound to Saint Michaels. Gave her up.

January 27th., in sight of Michaels, boarded the Dutch Galliot LITTLE SOPHIA, F.C. Brad Hagar master, from St. Michaels bound to Amsterdam, cargo fruit.

January 31st., Lat. 38.21, Long 15.14, captured the British Brig MARGARET & FRANCES, Hugh Welsh master, from Liverpool for Saint Michaels, of 89 tons and seven men, cargo, ironware. Took out the prisoners, put on board prize master (Isaac Knapp) and six men- ordered her for the nearest port in the United States.

February 3rd., boarded Portuguese Brig WASGAUGANA, Captain Ramos, five days from Saint Michaels bound to Lisbon, cargo corn,- put on board our prisoners five in number and let her proceed.

February 4th., Lat. 29.5, Long 11, captured British Cutter Sloop JOHANNA, Josiah Kitts master- from Powey, England, bound to Naples¹ cargo fish⁰ burthen 65 tons and five men. Took

out prisoners and burned her, a frigate and gun brig being in sight to the windward. Same day, boarded the Portuguese

Ship ADMIRAL NELSON from Pata, Brazil, 77 days out of Pata bound to Lisbon, put five prisoners on board and permitted her to proceed.

February 6th., Lat 37.43, Long. 11, the land between Cape Vincent

and Cape Epischel in sight.

February 7th., within four miles of the Portuguese coast, captured the British Ship TRIUMVIRATEm William Green master, of Poole, England, from Saint Johns, Newfoundland, bound up the Mediterranean, cargo dry fish, burthen 180 tons, 2 guns and thirteen men- took out prisoners and burned her.

February 17th., Went into Porto Santo, watered and landed our prisoners, thirteen in number. Sailed again.

February 20th., Isle of Madeira in sight.

February 21st., Island Porto Santo in sight.

March 7th., Lat. 42.10, Long 6.20, captured the British Brig Ocean, James HThompson commander, burthen 200 tons, ten guns, fifteen men- from Messina bound to London- cargo fruit, lemon juice, brimstone- took out prisoners- put on board Andrew Hussey prize master, and crew and ordered her to the nearest port in the United States.

March 8th., Lat. 42.10, Long. 9.38, captured the British Ship SOMERSET, Edward Metherill commander-of 260 tons, four guns, twelve men- from Alcon for Belfast- car go wine, brandy etc- took out prisoners and put on William Rogers prize master, and crew and ordered her to the nearest port in the United States. Same day boarded the Prissian Galliot MINERVA and put on board the prisoners.

March 13th., put on board the Swedish Brig COSSACK, man, wife and wife, passengers on the MERCURY.

March 22nd., Lat. 41-27, Long 21-42, captured the British Letter of Marque JAMES & CHRILOTTE, Stephen Golden commander- of 12 guns, 15 men and 135 tons- from Saint Johns, Newfoundland bound to the
Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Mediterranean- cargo dry codfish- put on board John Bishop prize master, and crew and ordered her to the nearest port in the United States.

April 3rd., captured the British Schooner REDCOVERY, Michael McKelly commander, 32 days out in ballast bound to Saint Michaels- 70 tons and six men. Gave her up. "

On her return from this cruise, the MACEDONIAN was sold to John Ellery of Boston and was under the command of John H. Davis until 1818. On February 5, 1818, under Captain Smith, she sailed from Boston to South America with a valuable cargo. Lord Cochrane of the Chilean Navy seized the money paid to Captain Smith for his goods. Later, returning from a voyage to China, the MACEDONIAN again traded in South America with the same result. After a century of litigation between the United States, Chile and Peru, a settlement was made in 1927 but as the legal heirs could not be found, the money reverted to the Government.

The Privateer RANGER, a brig with seven guns and a crew of 80 under the command of B. Gardner, made one cruise arriving at Portsmouth, February 14, 1815, with articles valued at \$1500 taken from her prizes. The RANGER was commissioned November 28, 1814 and was of 220 tons burthen.

The last privateer was the CHAMPLAIN, a brig equipped with nine guns and made one cruise under the command of Henry Salter. On February 15, 1815, she captured the Brig MARGARET, six days later the Brig ANN, returning to Portsmouth February 28th with the master, two mates and two seamen from the MARGARET and the master, three seamen and two boys from the ANN as prisoners.

The Brig ANN with the remaining two of her crew arrived safely at Portsmouth the same day. Her cargo of lumber, shingles and staves were valued at \$2000.



Public Vessels continued.

The next ship following the CONGRESS was the 74 gun WASHINGTON of 2250 tons burthen, built in 1814 at a cost of \$235,801.00 by Badger and Magraw. During her construction, it was feared that the British would attempt to capture her. Quoting from Niles "egister, Vol VI, page 128 "Accounts have been received at Portsmouth that appears to be relied on that a British force of three 74's and a number of frigates are fitting out at Halifax for the purpose of destroying the 74 building there. As there is no NEUTRALITY in that town and some time has been allowed to prepare for the reception of the enemy, we trust he will have a warm reception. The citizens will not give up the ship." The attack was not made.

The WASHINGTON sailed in October, 1815, for Europe where she was made the flagship of Commander I. Chauncey. On her return to the United States in 1818, she became a receiving ship at New York until broken up in 1843. Thus ended the career of the third 74 built in the United States, two having built in Portsmouth.

Now followed two ships with a strange similarity in history. The keel of the ALABAMA 74 was laid in April, 1817, and wasn't completed and launched until 1864 after the name had been changed to NEW HAMPSHIRE. In 1821, the 44 gun frigate SANTEE was laid and not launched until 1855.

In the meantime, the Schooner PORPOISE of 178 tons, with a battery consisting of 10 six-pounders and one long 18 pounder,

was built in 1820 at a cost of \$25,529.00. After five cruises, she was lost in the West Indies in 1833 while under the command of Lieutenant William Taylor. Her crew was saved.

The next vessel of importance, the Sloop of War CONCORD, was built in 1827, her cost being \$115,325.00. She sailed from Norfolk in 1830 with John Randolph of Roanoke, Minister to the Court of Saint Petersburg, Russia, and after a cruise of three years in the Mediterranean and two trips to the West Indies, she was lost October 2, 1843, on the east coast of Africa. Her commander, William Boerum, Purser Harb and one other lost their lives.

In 1839, the Sloop of War PREBLE was launched having been built in thirteen months for \$112,782. On June 2, 1840, the PREBLE sailed for Labrador and after making six cruises, was converted into a practice ship for midshipmen and afterwards sold.

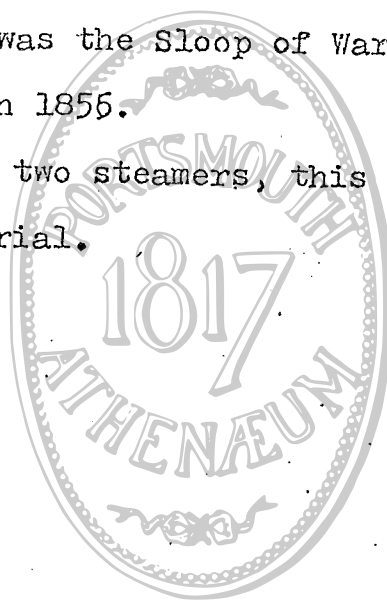
On August 16, 1841, exactly 76 years from the launching of the first CONGRESS, the second CONGRESS left the ways. This vessel was of 1867 tons, carried 50 guns and cost \$399,088. After a very active career, the CONGRESS, having received considerable damage from the Rebel Iron Clad MERRIMAC on March 8, 1862, was run ashore and destroyed by fire.

The Sloop of War SARATOGA was built in 1842, On March 16, 1843, the sloop sailed from the yard but meeting a northeast gale and a heavy snowstorm, decided to return. Night came on, blotting out the outline of the coast and the shore lights. Anchors were lowered weighted with the

guns of the vessel, failed to slow the vessel's drifting and the masts were cut down. In the morning, it was discovered that the vessel lay off Rye Beach dangerously close to a reef. A small steamer was sent to her rescue when the storm abated.

The first steamer built at the local navy yard was the U.S. Steamer SARANAC, launched in 1848. After a very active career, she was wrecked June 1, 1875, near Vancouver Island. The second steamer was the Sloop of War MOHICAN, the first steam screw, built in 1856.

And with these two steamers, this chronicle ends, due to lack of new material.



PRIZES. 135

WAR OF 1812.

Bg. ABAELINO, 146-80 tons 74.1x21.2x10.6, 2d., 2m. Square stern
PR 13, 4/11/1815, Edmund Roberts, James Rundlett.

Arr. from Martinique under John Salter, 8/5/1815.

Sold New York 12/24/1815.

Sp. ADELINE, 246-91 tons, 94'4"x24'3"x12'1 $\frac{1}{2}$ ", 2d., 3 m. Sq.stern
PR 7, 3/13/1815, Wm. Rice, James Shapley and Charles Blunt.

Broken up in 1817.

Bg. ATLANTIC, 225-24 tons. 86'8"x24'6"x12'3", 2d., 2m. Sq.stern
PR 43, 6/8/1815, Sam. and John P. Lord.

Out to the West Indies under John Lake, 10/16/1815

Lost in 1816.

Bg. BELISE, 186-10 tons. 79'7"x23'2 $\frac{1}{2}$ "x11'7 $\frac{1}{4}$ " 2d., 2m. Woman fgrhg.
PR 45, 6/10/1815. Henry Fredick, E.G. Parrott, Langley
Sq. stern

Boardman and John Abbott.

Lost on coast of England 5/9/1816.

Bg. BRUTUS, 236-2 tons. 86'9"x25'x12'6", 2d., 2m. Sq.stern
PR 18, 4/21/1815, James Sheafe, G. F. Blunt.

Arr. from Liverpool under Josiah Bragdon, 8/3/1818.

| | | |
|-------------|----------------|-----------|
| West Indies | Capt. Downing, | 7/1/1820 |
| Saint Ubes, | Geo. F. Blunt, | 7/16/1821 |
| " | " | 8/15/1822 |
| " | " | 8/18/1823 |
| " | " | 8/18/1824 |
| " | " | 8/29/1825 |

Bg. BRUTUS, continued.

Arr. from Bremen, Germany, under Geo. F. Blunt, 7/25/1826

Saint Ubes " 9/13/1827

" " 8/17/1829

PR 21, 12/31/1829, James Sheafe, Wm. Jones, Jr.

Pr 5, 2/10/1830, Joshua Bailey.

Arr. from Liverpool under Joshua Bailey, 8/21/1830

PR 22, 12/11/1830, Joshua Bailey.

Arr. from Havre under Wm. Parrott, 10/15/1832

Spain Thos. Jones 8/12/1833

PR 1, 1/12/1833, Joshua Bailey, Chas. Cushing.

Sold foreign in 1834.

Sc. CARAVAN, 70-10 tons. 54'2"x18'2½"x8'5½", 1d. 2d. Billet hd., sq.

PR 66, 7/12/1815, John P. and Samuel Lord.

Arr from the West Indies under Capt. Trefethen, 1/22/1816

Matanzas Joseph Patten 4/20/1818

" " 7/13/1818

" " 10/13/1818

" B. Trickey 2/9/1819

St. Jago J.B. " 10/17/1820

PR 14, 6/13/1821, H. & A. Ladd.

PR 2, 1/11/1826, Theodore Sheafe, B. H. Palmer of Dover.

Arr. from Port au Prince under J. Dennett, 5/8/1826

Demerara " 9/15/1826

Cast away at Pernambuco 12/15/1827.

Sc. CAROLINE, 77-29 tons. 61'1"x20'6 $\frac{1}{2}$ "x7'4", 1d., 2m.) Sq. stern
PE 16, 10/13/1813, Peter Pray.

PE 7, 4/12/1815, " and Wm. ", Elisha Whiddell et al.

Sold Edenton, 11/16/1816.

Sc. CONTRACT, 84 tons, 66'10"x19'6"x7'5", 1d., 2m. Sq. stern
PR 95, 10/19/1815, N.A.&J. Haven.

Arr. from the West Indies under Dole, 3/14/1816.

Sold Newburyport, 4/5/1816.

Sp. CRIRIE, 353-10 tons. 100.5'x28.35'x14.175', 2d., 3m. Man.fgd. Sq.stern
PR 44, 6/10/1815, James Sheafe, Robert Lenox.

Bg. DOLPHIN, 119 tons.

PR Edmund Roberts.

Sp. DUBLIN PACKET, 263-48 tons. 88'x26'4" x 13'2" 2d., 3m. Woman fd., sq, stern
PE 12, 7/25/1836, John L. Lawrence.

Sold Boston 9/26/1836.

Bg. ELISHA, 206-20 tons. 84'45"x23.6"x11.8, 2d2m, Sq. stern
PR 49 6/14/1815, Elisha Whidden, Elisha Hill, Jr.

Arr. from Spain under John Winkley, 12/17/1817.

St. Thomas " 5/28/1818

Hanvana " 1/10/1819

Condemned at St. Batholomews and sold to a foreigner.

Bg. ELIZABETH, 137-31 tons. 69.7x21.9x10.7, 1d., 2m. Sq.stern
PR 8, 3/17/1815, Joseph Lowe.

Arr. from Martinique under William Martin, 7/14/1815

" " 11/23/1815

Bg. ELIZABETH continued

| | | | |
|----------------------|--------------|-----------------|------------|
| Arr. from Martinique | under | William Martin, | 7/2/1816. |
| " | | Samuel Pray, | 1/3/1817. |
| Guadaloupe | | John Lowe | 7/5/1817 |
| Martinique | " | | 3/16/1818 |
| St. Eustatia | " | | 8/5/1818. |
| Martinique | " | | 1/26/1819 |
| Cuba | " | | 4/27/1820 |
| Havana | " | | 10/26/1820 |
| Martinique | " | | 6/5/1821 |
| " | John Dennett | | 11/5/1821 |
| " | John Lowe | | 5/15/1822 |
| " | " | | 6/6/1823 |
| " | J. Bailey | | 4/23/1824 |
| " | Henry Frost | | 8/4/1824 |
| Porto Rico | " | | 12/15/1824 |
| Martinique | " | | 5/31/1825 |
| Demerara | " | | 10/11/1825 |
| Martinique | S. Lane | | 8/25/1826 |
| " | " | | 9/5/1827 |

Sold foreign in 1830

Bg. EVELINA, 195-30 tons. 81'1"x23'6 $\frac{1}{2}$ "x11'9 $\frac{1}{2}$ "., 2d/.2m/ Sq.stern
PR 68, 7/14/1815, Langley Boardman, John Abbott.

Lost in 1816.

Bg. EXPERIMENT, 100-73 tons. 63.45x18.175x10.025., 1d., 2m. Sq.stern
PR 26, 10/27/1817.

Sold to a foreigner 2/10/1819.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Sp. FREEDOM, 223-33 tons. 68'7"x24'11"x12'5½", 2d., 3m. Sq.st

PR 15 4/12/1815, O.C.Blunt, Isaac Waldron, Jr., Robt. Rice.

Arr. from Cadiz under Oliver C. Blunt, 7/20/1816

Sold Portugal in 1830

Bg. HANNAH, 175-81 tons, 79.4x22.5x11.25, 2d., 2m. Square

PR 21, 4/27/1815, Isaac Waldron, Robt. Rice, Wm. Stavers.

PR 10, 5/30/1827, Wm. Haven, Jos. W. Haven, Andrew Hussey.

Lost abroad in 1830

Brig HENRY, 162-12 tons. 73.4x22.7x11.35, 2d., 2m. Sq. stern

PR 20, 4/22/1815, Jacob Wendel, Henry Salter, Langley Boardman
and John Abbott.

Sold Hudson 10/24/1815.

Sc. JACK, 20-30 tons. 37'6"x12'10"x4'11", 1d., 2m. Fiddle Hd.,
sq. stern

PE 5, 4/27/1814, Benning Morrill.

PE 34, 7/1/1815, " 48'x13x5'4½" 30-1 tons.

Sold Newburyport 5/23/1825.

Sp. JAMES, 271-81 tons. 93x25!8x12.9, 2d3m, Square stern

PR 59 ~~xxxx~~ 6/29/1815, John Walden, Chas. B. Grace.

Condemned abroad 11/15/1815.

Sc. LEONARD, 86 tons. 52'4"x20'2"x7'7", 1d, 2m., Square stern

PR Abel Harris.

Sc. LUCY, 58-84 tons. 56'6"x17'4"x7', 1d., 2m. Square stern

PR 24, Joshua and Timothy Hall of Portsmouth.

PE 27, Dudley Lake, John Locke, John Boyd.

PE 47, Tim. Ferguson, Theo F. Jewett, George Raynes.

Courtesy of the Portsmouth Athenaeum, Portsmouth, N.H.

Bg. LUCY, 211-74 tons. 81'4"x24'7"x12'3½". 2d., 2m. Female, sq.

PR 34, 5/25/1815, Ab. Shaw, E. G. Parrott, Benj. Danrell.

Arr. from Spain under Thos. Kittson, 1/29/1816.

PR 18, 6/29/1816, Ab. Shaw and E. G. Parrott.

PR 38, 11/28/1816, John & Wm. Shackford, Jacob Wendell.

Arr. from Havana under Wm. Shackford, 5/15/1818.

Spain " 9/20/1819

" " 8/26/1820

" " 11/16/1821

PR 1, 1/14/1822, E. G. Parrott, Wm. Shackford, Jacob Wendell

Arr. from Gothenburg, under Wm. Sahckford, 8/29/1822.

" " 8/18/1823

Havana " 5/3/1824

Demerara J. Moore 10/19/1824

" " 4/18/1825

Liverpool Wm. Shackford. 8/25/1825

Havre " 8/22/1826

Stockholm " 9/10/1827

PR 48, 12/22/1828, Wm. Rice, Wm. Shackford.

PR 10, 6/28/1830 " Charles Cushing

PR 3, 3/9/1831, Charles Cushing.

Arr. from Martinique, under J.H. Seaward, 6/14/1833

Saint Ubes. D. Penhallow 11/11/1834

Sold Boston in 1836

Bg. MARINER, 144-10 tons. 67.6x22.5x11.25, 2d., 2m. Sq. stern

PR 54, 6/22/1815, Charles Neil.

Sold New York, 7/15/1815.

Bg. MARS, 101 tons.

PR Edmund Roberts.

During the war, converted into a privateer. With
Solomon Coit as master, vessel set sail on a cruise
and was lost at sea.

Sc. MARTHA & JANE, 94-5 tons. 69.3x21.2x7.45, 1d2m, Billet hd., sq. st

PR 48, 6/13/1815, Hugh Clarkson.

Arr. from Surinam under John Sullivan, 9/6/1816.

PR 39, 12/24/1817, R.S. Randall, Jacob Wendell, Jas. Shapley.

PR 20, 8/15/1818, Jacob Wendell.

Arr. from So. America under Otis Fall, 8/24/1818.

Saint Ubes. J. Lowe 10/1/1821

West Indies Reuben Randall, 9/8/1823

Havana W.M. Peirce, 8/11/1825

Demerara S.C. Foss 4/28/1826

" " 12/4/1826

Cast away at St. Bartholomews 12/17/1827

Bg. MINERVA, 129-88 tons. 64.7x22.3x11, 1d., 2m. Sq. stern.

PR 14, 4/8/1815, Edmund Roberts, Sam. Parker, Chas. Clark.

Sold New York 9/4/1815

Sc. NANCY, 40-15 tons. 47.45x15.85x6.7, 1d., 2m.) Sq. stern

PE 43, 7/16/1824, Isaac D. Parsons.

Sc. PEACE & PLENTY, 53-34 tons, 55'6"x17'6"x6'6", 1d. 2m.) sq. stern

PE 12, 4/28/1815. Lloyd Brown, Joseph Edwards.

Sold Newburyport 6/28/1815.

Ship RAM DOLOLL DAY, 446-42 tons. 100.4x29.8x14.9, 2d., 3m. sq.st

PR 25, 5/5/1815, James Sheafe, Robert Lenox.

Registered anew at New York 6/24/1818.

Bg. ROLIA, 248-63 tons. 90.9x25.x12.5. 2d., 2m. Sq. stern

PR 2, 3/6/1815, Edmund Roberts, John Jangdon, Jr.

Arr. from Havana under Capt. Shackford, 10/29/1816

St. Domingo Samuel C. Handy 4/16/1817.

Broken up in 1817

Barque SARAH & SUSAN, 254-34 tons. 85.65x26.3x13.15, 2d., 3m. Sq.st

Lost at sea.

Bg SUCCESS, 164-44 tons. 82'5"x21'2"x10'7", 2d2m., Square stern

PR 20, 7/9/1816, Abel Harris, Theo. J. Harris.

PR Arr. from Martinique under T. J. Harris, 1/6/1817.

" " 8/8/1817.

PR 36, 12/26/1818, Robert Harris, E.G. Parrott, Jacob Cutter.

Arr. from the West Indies under Wm. Pray, 7/2/1819
" " 12/27/1819

PR 5, 2/23/1820, E. G. Parrott, Jacob Cutter.

Arr. from Cuba under J. Long, 8/5/1820

Havana B. Toscan 4/27/1821

Condemned as unseaworthy at Havana, 6/18/1824

In 1832, thirty-five years after Fulton made the first successful sail in a steamboat, the Steamer BELKNAP was built on the shore of Lake Winnepesaukee for Stephen Lyford of Meredith, N. H. Five years later, on December 1, 1837, the first steamer, the PORTSMOUTH, was bought by Samuel Hale, Ichabod Rollins, William Shackford, Andrew W. Bell, Thomas Adams, Lewis Barnes, Alexander Iadd, Samuel Sheafe, George Dennett, Gideon Walker, William Jones, William P. Jones, Thomas Penhallow, James Shores and John Knowlton, probably as an experiment.

The PORTSMOUTH was built in Salem, Massachusetts, in 1837, of 100 tons burthen and manned by a crew of nine. She did not arrive in Portsmouth until May 25, 1838, and was placed on the Portsmouth to Boston run and catered to both passengers and freight.

In 1849, the Steamer LADY OF THE LAKE of 161 tons was built at Lakeport, New Hampshire, by William Walker for the Lake Winnepesaukee Steamship Company. Two years later, the Steamer DOVER was built at Alton Bay, New Hampshire, for William Hale of Dover and others by W. A. Sanborn. These vessels were used on Lake Winnepesaukee.

In 1853, the Steamer GILPIN of 92 tons, built at Wilmington, Delaware, was purchased by Samuel Billings of Portsmouth. It was not until 1864 that the first steam vessel was built at Portsmouth. This was the Steamer PIONEER of 92 tons built by John E. Townsend for

the Concord Railroad. The second and last one built prior to the World War was the Steamer APPLEDORE built in 1869 by Pryor and Plummer for Oscar and Cedric Leighton of the Isles of Shoals.

Three more steamers were built at Lake Winnepesaukee; the Steamer CHOCORUA of 161 tons at Alton Bay in 1864 for William Hale of Dover, the Steamer JAMES BELL of 66 tons at Center Harbor in 1867 by Stephen Wentworth and Andrew Swett for John Sleeper and the Steamer MOUNT WASHINGTON of 378 tons, built at Alton Bay in 1876.

In 1919, the Atlantic Corporation built at Portsmouth for the United States Shipping Board the Steam Screw KISNOP of 5988 tons, the Steam Screw RALBOOSIC of 5988 gross tons, the Steam Screw PORTSMOUTH of 5881 tons and the Steam Screw NIPMUC of 5969 gross tons. A year later, they built the Steam Screw NORUMBEGA of 5582 tons, the Steam Screw BROOKLINE of 5527 tons, the Steam Screw SPRINGFIELD of 5527 tons, the Steam Screw TOIOSA of 5527 tons and the Steam Screw PAGASSET of the same burthen. In 1921, the last vessel built in Portsmouth was launched, the Steam Screw OTSEGO of 3608 tons. All of these vessels were metal freighters.

FISHING.

Fishing was one of the important industries in early times and continued as such until the Civil War. At first about 30 vessels averaging 28 tons each and employing five men were used in the fisheries from April 1st., until November 1st. As time went on, the number and size of the vessels increased with an increase in the crew too.

Twenty years later, the peak was reached; 90 vessels of 4,653 tons and 678 men being engaged. From this date on, the fishing business fluctuated but with always a downward tendency until the Civil War brought an almost complete cessation. The following table may illustrate:

| Year | Vessels | Tons | Men | Average Vessel | Average crew |
|------|---------|------|-----|----------------|--------------|
| 1792 | 31 | 881 | 168 | 28 tons | 5.5 men |
| 1793 | 32 | 1022 | 174 | 32 | 5.4 " |
| 1794 | 19 | 647 | 103 | 34 | 5.4 |
| 1795 | 17 | 500 | 73 | 29 | 4.3 |
| 1796 | 20 | 525 | 97 | 26 | 4.8 |
| 1797 | 31 | 726 | 127 | 23 | 4.4 |
| 1798 | 29 | 853 | 142 | 26 | 4.9 |
| 1801 | 44 | 1311 | 202 | 30 | 4.6 |
| 1802 | 44 | 1517 | 227 | 34 | 5.0 |
| 1803 | 47 | 1730 | 278 | 37 | 5.9 |
| 1804 | 46 | 1859 | 282 | 40 | 6.1 |
| 1805 | 47 | 2032 | 308 | 43 | 6.5 |
| 1806 | 48 | 2018 | 310 | 42 | 6.4 |
| 1807 | 53 | 2616 | 363 | 49 | 6.8 |

| Year | Vessels | Tons | Men | Average Vessel | Average Crew. |
|------|---------|------|-----|----------------|---------------|
| 1831 | 62 | 2890 | 423 | 46 tons | 6.8 men |
| 1832 | 51 | 2384 | 347 | 46 | 6.8 |
| 1834 | 71 | 3607 | 459 | 50 | 6.4 |
| 1835 | 70 | 3474 | 433 | 49 | 6.2 |
| 1836 | 76 | 2966 | 384 | 39 | 5.0 |
| 1837 | 81 | 4040 | 519 | 49 | 5.0 |
| 1838 | 87 | 4338 | 570 | 49 | 6.5 |
| 1839 | 90 | 4653 | 678 | 51 | 7.6 |
| 1840 | 7939 | 3839 | 533 | 48 | 6.7 |
| 1841 | 71 | 3839 | 469 | 54 | 6.66 |
| 1842 | 63 | 3236 | 414 | 51 | 6.66 |
| 1843 | 62 | 3037 | 418 | 49 | 6.7 |
| 1844 | 75 | 3811 | 500 | 51 | 6.6 |
| 1845 | 72 | 3706 | 488 | 51 | 6.7 |
| 1846 | 70 | 3603 | 477 | 51 | 6.8 |
| 1847 | 64 | 3464 | 499 | 54 | 7.8 |
| 1848 | 60 | 3339 | 429 | 55 | 7.1 |
| 1849 | 46 | 2446 | 276 | 53 | 6.0 |
| 1850 | 44 | 2188 | 312 | 50 | 7.3 |
| 1851 | 36 | 1776 | 273 | 49 | 7.6 |
| 1852 | 34 | 1678 | 238 | 49 | 7.0 |
| 1853 | 36 | 1869 | 273 | 51 | 7.6 |
| 1854 | 31 | 1616 | 234 | 52 | 7.5 |
| 1855 | 24 | 1277 | 162 | 53 | 6.7 |
| 1856 | 19 | 898 | 121 | 47 | 6.4 |
| 1857 | 25 | 1159 | 151 | 46 | 6.0 |
| 1858 | 29 | 1479 | 197 | 50 | 6.6 |

| Year | Vessels | Tons | Men | Average Vessel | Average Crew. |
|------|---------|------|-----|----------------|---------------|
| 1859 | 34 | 1866 | 270 | 55 tons. | 7.9 men |
| 1860 | 32 | 1682 | 249 | 52 | 7.9 |
| 1861 | 30 | 1472 | 192 | 49 | 6.5 |
| 1862 | 27 | 1337 | 176 | 49 | 6.6 |
| 1863 | 28 | 1223 | 165 | 44 | 5.9 |
| 1864 | 16 | 611 | 76 | 37 | 4.7 |
| 1865 | 11 | 320 | 63 | 29 | 5.7 |
| 1866 | 5 | 135 | 31 | 27 | 6.0 |

As an introduction to the consideration of the personal element, the reading of a sample of the usual fishing articles signed by the masters and the crews may shed some light on conditions.

"It is agreed between the owner, master and the men of the Schooner LARK whereof Christopher Amazeen is at present master, now lying in the harbor of Portsmouth and bound on a fishing voyage to commence the 15th of April and to end the 15th of November, 1835, unless previously discharged or hauled up by the owners; that in consideration of the monthly wages or share of fish to each of our names respectively affixed at the signing hereof with the said master and fishermen do agree to and will perform the aforesaid intended fishing voyage.

The said fishermen do hereby promise to obey all the lawful commands of the master of the master on board said schooner and faithfully to do and perform the duties of fishermen as required by the master during the voyage and thru the whole fishing season and upon no account to go on

shore or be absent from duty without liberty first being obtained from the master as aforesaid and 24 hours absence without such liberty shall be deemed a total desertion.

In case of disobedience of orders, neglect of duty, desertion or any unlawful act, the fisherman so offending to forfeit his wages, or shares of fish and to add whatever damages arise in consequence of the offense committed, said damage to be assessed by referees chosen by the parties from the shoremen of the river.

The owner or charterer agree to furnish the said vessel with salt and everything necessary for the said vessel and in consideration thereof the said fishermen do hereby agree to release the said owners or charterers all the bounty allowed by the Government of the United States."

Before the War of 1812, two families stood out from the many engaged in the fisheries, one being the Amazeen family of New Castle and the Noble family of Portsmouth.

Ephraim and Christopher Amazeen averaged five vessels a year while John and Robert Noble kept the same pace.

Foxwell Curtis, Henry Trefethen and James Day were others of New Castle.

Amongst the 35 others who owned one or two fishing vessels were such well known names as John Blunt, Reuben and James Shapley, William Tredick, Abner Blasdel, Martin Parry, James Neal and Henry Prescott.

In 1830, the Amazeens had ceased to be of importance but the Nobles, now represented by Moses and Jeremiah, owned by nine vessels which number had increased to 16 by 1848. New

Castle still remained in the forefront, now being represented by Thomas Tarlton, Thomas E. Oliver and others. Thomas Tarlton and Thomas E. Oliver coupled with Rufus Kittredge, the Nobles and John Yeaton were the important figures in the fishing industry.

| <u>THOMAS TARLTON</u> | | | |
|-----------------------|-----|------|----------------|
| Vessels in fisheries | | | |
| Year | No. | Tons | Time (Average) |
| 1831 | 19 | 897 | 5 mos |
| 1832 | 17 | 777 | 6 mos. |
| 1833 | | | |
| 1834 | 16 | 763 | 5.1 mos. |
| 1835 | 20 | 910 | 4.5 |
| 1836 | 15 | 706 | 5.0 |
| 1837 | 24 | 1148 | 5.0 |
| 1838 | 22 | 1023 | 5.3 |
| 1839 | 24 | 1127 | 5.2 |
| 1840 | 23 | 1110 | 5.0 |
| 1841 | 16 | 781 | 5.2 |
| 1842 | 21 | 1087 | 4.5 |
| 1843 | 20 | 1041 | 4.5 |
| 1844 | 21 | 1147 | 5.0 |
| 1845 | 19 | 1051 | 4.6 |
| 1846 | 17 | 920 | 4.5 |
| 1847 | 15 | 851 | 4.5 |
| 1848 | 12 | 690 | 4.2 |
| 1849 | 10 | 508 | 4.2 |

| <u>THOMAS E. OLIVER.</u> | | | |
|--------------------------|-----|------|----------------|
| Vessels in fisheries | | | |
| Year | No. | Tons | Time (Average) |
| 1831 | 6 | 336 | 5.0 mos. |
| 1832 | 1 | 92 | 4.3 |
| 1833 | 5 | 292 | 5.0 |
| 1834 | 8 | 387 | 5.3 |
| 1835 | 9 | 434 | 5.3 |
| 1836 | 14 | 647 | 5.0 |
| 1837 | 11 | 564 | 5.4 |
| 1838 | 22 | 1181 | 5.0 |
| 1839 | 14 | 706 | 5.1 |
| 1840 | 16 | 724 | 5.3 |
| 1841 | 15 | 866 | 4.9 |
| 1842 | 14 | 792 | 4.5 |
| 1843 | 13 | 1041 | 4.5 |
| 1844 | 16 | 937 | 4.7 |
| 1845 | 17 | 991 | 4.9 |
| 1846 | 15 | 873 | 4.6 |
| 1847 | 17 | 952 | 4.1 |
| 1848 | 15 | 884 | 4.6 |
| 1849 | 12 | 668 | 4.5 |

THOMAS TARTTON

| Year | No. | Tons | Time (Average) |
|------|-----|------|----------------|
| 1850 | 7 | 349 | 4.7mos. |
| 1851 | 6 | 310 | 4.3 |
| 1852 | 7 | 352 | 4.0 |
| 1853 | 8 | 410 | 4.2 |
| 1854 | 7 | 371 | 4.1 |
| 1855 | 5 | 263 | 4.0 |
| 1856 | 4 | 217 | 4.3 |
| 1857 | 4 | 217 | 4.5 |
| 1858 | 5 | 278 | 4.6 |
| 1859 | 6 | 345 | 5.0 |
| 1860 | 5 | 284 | 5.4 |
| 1861 | 5 | 300 | 5.6 |
| 1862 | 4 | 234 | 5.2 |
| 1863 | 2 | 104 | 4.1 |

THOMAS E. OLIVER

| Year | No. | Tons. | Time (Average) |
|------|-----|-------|----------------|
| 1850 | 9 | 458 | 5.0 mos |
| 1851 | 7 | 359 | 4.9 |
| 1852 | 12 | 637 | 4.2 |
| 1853 | 14 | 775 | 4.9 |
| 1854 | 11 | 626 | 5.1 |
| 1855 | 12 | 657 | 4.5 |
| 1856 | 11 | 591 | 4.4 |
| 1857 | 11 | 574 | 4.6 |
| 1858 | 11 | 610 | 4.9 |
| 1859 | 13 | 726 | 5.0 |
| 1860 | 11 | 632 | 5.9 |
| 1861 | 10 | 548 | 4.8 |
| 1862 | 6 | 359 | 4.3 |
| 1863 | 7 | 470 | 4.6 |

TEO sells to JOHN P. COOPER.

JPC sells to Wm. MARVIN.

JEREMIAH NOBLE

| | | | |
|------|----|-----|-----|
| 1831 | 8 | 349 | 4.6 |
| 1832 | 7 | 304 | 4.3 |
| 1834 | 6 | 270 | 5.8 |
| 1835 | 7 | 340 | 4.4 |
| 1836 | 5 | 222 | 4.6 |
| 1837 | 9 | 464 | 4.7 |
| 1838 | 8 | 432 | 5.0 |
| 1839 | 10 | 531 | 5.0 |

RUFUS KITTREDGE.

| | | | |
|------|---|-----|-----|
| 1837 | 9 | 408 | 4.5 |
| 1838 | 6 | 286 | 4.6 |
| 1839 | 7 | 327 | 4.7 |

JEREMIAH NOBLE

RUFUS KITTEDGE.

| Vessels in fisheries | | | | Vessels in fisheries. | | | |
|----------------------|-----|------|----------------|-----------------------|-----|------|----------------|
| Year | No. | Tons | Time (Average) | Year | No. | Tons | Time (Average) |
| 1840 | 10 | 531 | 4.8 mos | 1840 | 7 | 327 | 4.7 mos |
| 1841 | 8 | 417 | 4.8 | 1841 | 7 | 327 | 4.3 |
| 1842 | 8 | 415 | 4.4 | 1842 | 6 | 272 | 4.8 |
| 1843 | 13 | 739 | 4.9 | 1843 | 6 | 272 | 4.7 |
| 1844 | 13 | 731 | 4.9 | 1844 | 6 | 272 | 4.8 |
| 1845 | 13 | 712 | 5.2 | 1845 | 6 | 301 | 5.1 |
| 1846 | 13 | 712 | 4.9 | 1846 | 6 | 321 | 4.8 |
| 1847 | 13 | 766 | 4.7 | 1847 | 4 | 200 | 4.5 |
| 1848 | 14 | 901 | 4.2 | 1848 | 4 | 200 | 4.5 |
| 1849 | 10 | 635 | 4.3 | 1849 | 2 | 81 | 4.5 |
| 1850 | 7 | 384 | 4.9 | 1851 | 1 | 47 | 4.3 |
| 1851 | 8 | 464 | 4.5 | | | | |
| 1852 | 1 | 47 | 4.6 | | | | |
| 1853 | 6 | 373 | 4.5 | | | | |
| 1854 | 5 | 324 | 4.3 | | | | |
| 1855 | 3 | 211 | 4.5 | | | | |
| 1856 | 1 | 71 | 4.7 | | | | |
| 1857 | 1 | 65 | 4.2 | | | | |
| 1858 | 4 | 245 | 4.8 | | | | |
| 1859 | 6 | 487 | 4.8 | | | | |
| 1860 | 6 | 487 | 4.5 | | | | |
| 1861 | 4 | 297 | 4.4 | | | | |
| 1862 | 3 | 400 | 4.0 | | | | |
| 1863 | 3 | 232 | 4.0 | | | | |

This fishing industry had a vital effect on imports and exports thru the port of Portsmouth. While it is true that salt was used in the curing and preservation of meats and vegetables, yet the greater portion was used in connection with fish products. After the loss of trade with the West Indies, many of the Portsmouth vessels went on long voyages after salt.

SALT IMPORTS

| Year | England | West Indies | Spain | Portugal | Other | TOTAL. |
|------|------------|-------------|-----------|-----------|-------|------------|
| 1830 | 78,308 bu. | | 29,021 bu | 20,145 bu | | 127,474 bu |
| 1831 | 87,689 | 15,530 | | 17,541 | | 120,760 |
| 1832 | 124,295 | 22,970 | 19,873 | 49,204 | | 229,467 |
| 1833 | 92,035 | | 6,904 | 6,904 | 2,952 | 123,206 |
| 1834 | 141,344 | 17,635 | 22,001 | 116,511 | | 297,491 |
| 1835 | 96,559 | 29,156 | 51,356 | 23,718 | | 200,789 |
| 1836 | 36,864 | 35,902 | 53,732 | 32,465 | | 158,983 |
| 1837 | 199,322 | 25,059 | 47,174 | 12,647 | | 284,202 |
| 1838 | 183,518 | | 58,473 | 32,560 | | 264,551 |
| 1839 | 21,914 | 17,403 | 53,504 | 18,056 | | 110,877 |
| 1840 | 146,286 | | 17,572 | 106,555 | | 270,413 |

And during the same years, the value of fish exported was

| | | | |
|------|----------|------|--------|
| 1830 | \$16,755 | 1836 | \$898. |
| 1831 | 33,652 | 1837 | 2,657. |
| 1832 | 37,033 | 1838 | 2,699 |
| 1833 | 24,698 | 1839 | 3,204 |
| 1834 | 15,293 | 1840 | 429 |
| 1835 | 7,952 | | |

A kindred industry will conclude this chapter.

In 1831, the PACIFIC arrived at Portsmouth with 276 seal skins and 1500 gallons of seal oil, the result of a sealing trip to the South Seas. Two years later, the same vessel arrived from the coast of Africa with 974 seal skins valued at \$2,534.

In 1832, the Portsmouth Whaling Company incorporated with capital of \$100,000, lending an impetus to the whalers. The first arrival was the Ship TRITON in 1834 with 1900 barrels of whale oil and 10,000 pounds of whale bone, total value \$18,600. In 1835, the TRITON came in with 1470 barrels of whale oil and 7000 pounds of whale bone, both valued at \$19,500 and the Bark PIATO with 900 barrels of oil and 7000 pounds of whalebone, value \$13,500. In 1836, the Ship POCOHONTAS and the Ship ANN PARRY docked with a combined cargo of oil and bone valued at \$71,750. The last arrival was the ANN PARRY in 1842 from the Indian Ocean with a cargo of whale oil and whalebone valued at \$30,000.

PISCATAQUA BUILT WHALERS.

Sp. ANN MARY ANN, 380 tons blt Portsmouth 1828 by Jacob Remick.

Owned Sag Harbor by Mulford and Sleight, Captain Winters.

| | | Sperm Oil | Whale Oil | Pone | Value |
|----------|---------------------|-----------|-----------|---------|----------|
| So. Seas | 11/25/42 to 5/27/45 | 75 Ebls | 2600 Ebls | 23,000# | \$36,896 |
| " | 7/21.45 4/28/48 | | 3100 | | 31,381 |

Bk. APPHIA MARIA, 249 tons, blt Kittery 1846 by Samuel Badger.

Owned Nantucket by John H. Shaw, Captain Hiram Folger.

| | | | | | |
|---------|--------------------|----------|----------|--|--------|
| Pacific | 7/20/50 to 8/24/54 | 340 Ebls | 282 Ebls | | 21,217 |
|---------|--------------------|----------|----------|--|--------|

Bk. CAVALIER, 294 tons, blt Newmarket 1827 by Thomas Cottle.

Owned Salem, Mass., by James Kong, Captain Russell.

| | | | | | |
|------------|---------------------|---------|----------|--------|--------|
| So. Atl. | 10/25/35 to 5/22/37 | 75 Ebls | 980 Ebls | | 11,839 |
| " & Indian | 7/18/37 3/24/39 | 180 " | 820 " | 8,000# | 16,062 |

Owned Stonington, Chas. P. Williams owner, Captain Farent.

| | | | | | |
|-----------|--------------------|---------|-----------|---------|-------------------|
| N.W. Cst. | 8/15/45 to 5/27/48 | 30 Ebls | 1470 Ebls | 14,000" | 28,230 |
| " | 10/7/48 to 4/1/51 | 250 " | 2400 " | 15,000# | 49,186 |
| " | 8/11/51 5/8/55 | 38 " | 1188 " | 13,000# | 23,000 |

Owned New Bedford by James D. Thompson, Captain E. Nickerson

| | | | | | |
|----------|-----------------|-------|-----|--|--------|
| Atl&Ind. | 9/29/55 5/10/58 | 192 " | 961 | | 37,573 |
|----------|-----------------|-------|-----|--|--------|

Sp. EDWARD, 339 tons, blt Durham 1822 by Joseph Coe.

Owned Hudson, N.Y.

| | | | | | |
|----------|--------------------|----------|----------|-------------------|--------|
| So. Atl. | 1/10/33 to 3/12/35 | 900 Ebls | 120 Ebls | 30,000 | 24,736 |
| " | 6/14/35 8/3/36 | 140 " | 700 | | 10,716 |
| " | 9/21/36 4/10/38 | 100 | 1600 | | 24,503 |
| " | 7/10/38 9/1/40 | 200 | 1300 | | 18,645 |

Owned New Bedford.

Sperm Oil Whale Oil Bone Value

Sp. EDWARD, concluded

| | | | | | | |
|---------|------------|---------|----------|----------|--------|--------|
| Pacific | 12/1/40 to | 4/23/42 | 800 Bbls | 800 Bbls | 8,000# | 17,000 |
| Indian | 7/15/45 | 4/5/49 | 179 | 2050 | 7,400# | 34,235 |

Sp. ELIZABETH FRITH, 355 tons, Newmarket 1828 by Dudley Chase.

Owned Sag Harbor by Post and Sherry, Captain John Bishop.

| | | | | | | |
|-------------|------------|---------|----------|-----------|--------|--------|
| No. Wt. Cst | 10/3/45 to | 5/20/48 | 100 Bbls | 2000 Bbls | 10,000 | 26,440 |
| " | 7/13/48 | 5/13/50 | 95 | 2700 | 35,000 | 56,917 |

Sp. FACTOR, 333 tons, blt Portsmouth 1822 by Ebenezer Thompson.

Owned in Poughkeepsie.

| | | | | | | |
|----------|-----------|--------|----------|-----------|--------|--------|
| N. Zeal. | 6/1/39 to | 9/8/40 | 250 Bbls | 2950 Bbls | 30,000 | 41,452 |
| " | 7/30/41 | 4/5/44 | 700 | 1600 | 13,000 | 40,921 |

Owned New Bedford.

| | | | | | | |
|--------|---------|--|-----|------|--|--------|
| Indian | 10/1/44 | | 585 | 4136 | | 65,330 |
|--------|---------|--|-----|------|--|--------|

Sp. HAMILTON, 322 tons, blt Berwick in 1815 by Joshua Haven.

Owned Sag Harbor.

| | | | | | | |
|--------------|------------|---------|-----|-----------|--------|--------|
| So. Atl. | 9/28/36 to | 5/9/38 | | 1300 Bbls | | 13,104 |
| " | 8/9/38 | 5/7/40 | 160 | 2200 | | 25,830 |
| Pacific | 7/2/40 | 7/8/43 | 700 | 1600 | | 33,332 |
| So. Seas | 7/14/42 | 5/28/44 | 330 | 2050 | 18,000 | 39,802 |
| Crozeles | 7/22/44 | 6/8/45 | 160 | 290 | 2,300 | 8,208 |
| No. Wt. Cst. | 9/5/45 | 4/29/48 | 55 | 1300 | 12,000 | 18,383 |

Sp. HARBINGER, 262 tons, blt Portsmouth 1835 by George Raynes

Owned Westport, Mass., by Gideon Davis, Jr.

| | | | | | | |
|--------|-----------|----------|-----|-----|-------|--------|
| Indian | 8/3/42 to | 10/24/44 | 390 | 700 | 6,000 | 21,394 |
| " | 1/2/45 | 10/2/47 | 450 | | | 14,175 |

Sp. HARLINGER, concluded. Sperm Oil whale Oil Pork Value
 Indian 5/15/48 to 7/2/51 1,000 Bbls 40,005

Sp. HENRY, 333 tons blt Durham 1818 by Joseph Coe.

Owned Sag Harbor.

So. Atl. 7/5/43 to 5/14/45 100 Bbls 2250 Bbls 22,000 32,712

Sp. INDIA, 433 tons blt Kittery in 1833 by Samuel Badger.

Owned New London by Haven and Smith, Captain Miller.

| | | | | | |
|---------|--------------------|----------|-----------|--------|--------|
| Indian | 9/11/44 to 5/24/47 | 370 Bbls | 2030 Bbls | 12,000 | 48,755 |
| " | 6/23/47 to 3/19/50 | 200 | 4000 | 53,000 | 87,420 |
| Pacific | 8/28/50 4/13/54 | | 3561 | 36,200 | 82,813 |
| Hawaii | 7/13/54 7/18/58 | | 3210 | 57,769 | 96,711 |

Sp. IZETTE, 275 tons blt Newmarket 1822 by Shute and Tarlton.

Owned Salem by J.S. Osgood - changed to bark - 1st whaler out of Salem.

| | | | | |
|------------|--------------------|-----|-----------|--------|
| So. Atl | 3/31/31 to 3/24/32 | 100 | 1500 Bbls | 17,640 |
| " | 5/21/34 4/21/35 | | 1400 | 14,882 |
| " & Indian | 10/16/37 12/20/39 | 250 | 2050 | 30,066 |
| Indian | 5/2/40 6/11/42 | 900 | 1100 | 32,129 |

Sp. LEONIDAS, 127 tons blt South Berwick 1833 by Josiah Beale.

Owned Fall River by Noah Hathaway, Captain Baker.

| | | | | |
|----------|-----------------|-----|----|-------|
| Atlantic | 9/18/41 6/10/42 | 110 | 20 | 2,741 |
| " | 6/23/42 8/8/43 | 250 | 15 | 5,121 |
| " | 11/7/43 6/6/45 | 260 | | 7,207 |
| " | 8/17/45 4/2/47 | 200 | 30 | 6,640 |

Owned Westport by John L. Anthony.

| | | | | |
|--------|-----------------|-----|--|--------|
| " | 11/5/47 5/10/50 | 400 | | 15,120 |
| Indian | 7/2/50 9/29/51 | 400 | | 16,002 |

Br. LEONIDAS, conduced

| | | | Sperm Oil | Whale Oil | Tone | Value |
|----------|-------------|---------|-----------|-----------|------|--------|
| Atlantic | 12/11/51 to | 9/20/54 | 503 Bbls | 20 Bbls | | 24,806 |
| " | 10/5/54 | 7/10/55 | 242 | 44 | | 14,660 |
| " | 8/25/55 | 5/1/57 | 359 | 50 | | 15,409 |
| " | 6/18/57 | 8/25/57 | 233 | 3 | | 8,993 |
| " | 11/9/58 | 8/13/60 | 223 | 6 | | 10,007 |
| " | 11/12/60 | 5/2/63 | 318 | 70 | | |
| " | 5/18/64 | 8/18/65 | 176 | 42 | | |

Owned in New Bedford

| | | | | | | |
|----------|----------|---------|-----|-----|--|--|
| Atlantic | 8/14/67 | 7/23/69 | 289 | 30 | | |
| " | 10/24/69 | 6/15/72 | 200 | 288 | | |

Sp. LEWIS, 280 tons, blt Kittery 1819 by William Badger.

Owned in Gloucester

| | | | | | | |
|--------|----------|--|-----|--|--|-------|
| Indian | 12/13/34 | | 480 | | | 5,443 |
|--------|----------|--|-----|--|--|-------|

Owned in Dorchester, Mass by Whitmore

| | | | | | | |
|---------|------------|--------|-----|------|--|--------|
| So Seas | 7/27/37 to | 9/5/39 | 299 | 1600 | | 25,830 |
|---------|------------|--------|-----|------|--|--------|

Owned in New Bedford (308 tons)

| | | | | | | |
|-----------|----------|---------|------|------|--------|--------|
| Indian | 11/6/41 | 7/9/44 | 450 | 350 | 3,200# | 18,007 |
| No.Wt.Cst | 11/15/44 | 5/28/48 | 250 | 1600 | 6,000 | 24,507 |
| New.Zeal. | 5/15/49 | 1/7/53 | 1263 | | | 47,333 |
| No. Pac. | 8/15/53 | 5/4/57 | 8 | 2807 | 38,600 | 54,845 |

Sp LYDIA, 292 tons built Dover 1821 by Stephen Tobey.

Owned Salem by John F. Osgood.

| | | | | | | |
|---------|------------|---------|------|------|--|--------|
| So. Atl | 9/25/35 to | 11/5/37 | 1500 | 300 | | 42,620 |
| Indian | 12/28/37 | 3/25/40 | 380 | 1450 | | 25,672 |

Sperm Oil Whale Oil Bone Value

Sp
 Sp MARGARET SCOTT, 307 tons blt in Durham 1826 by Joseph Coe.

Owned New Bedford b S.A.W. Ingalls, Captain Smith.

| | | | | | |
|--------------|-------------------|----------|-----------|---------|--------|
| Pacific | 1/9/41 to 4/15/44 | 850 Bbls | 1350 Bbls | 18,000# | 46,607 |
| " & Ind. | 9/11/44 8/19/47 | 199 | 1800 | 14,000 | 30,681 |
| No. Wt. Cst. | 11/20/47 5/13/51 | 70 | 2540 | 35,328 | 42,112 |
| No. Pac. | 9/26/51 5/6/55 | 171 | 182 | 3,500 | 16,169 |

Changed to a bark

| | | | | | |
|---------|-----------------|-----|------|-------|--------|
| Pacific | 8/22/55 7/24/57 | 82 | 2742 | 8,200 | 66,332 |
| Indian | 9/16/57 7/4/61 | 396 | 914 | 4,410 | |

Sp. NEPTUNE, 337 tons, blt in Portsmouth by Ebenezer Thompson.

Owned Sag Harobr for Ben. Huntley. ~~2400~~

| | | | | | |
|--------------|--------------------|------|--------|--------|----------|
| Brazil | 31 | 2400 | | | |
| Africa | 4/13/31 to 4/11/32 | 2450 | 18,500 | | |
| E. Cape | 6/12/32 4/18/33 | 60 | 1200 | 18,500 | |
| So. Atl. | 6/4/33 5/21/34 | 1800 | 15,000 | | |
| " | 6/26/34 5/9/35 | 200 | 1950 | 15,000 | |
| " | 7/1/36 5/3/37 | 2300 | | | |
| " | 6/27/37 4/24/39 | 180 | 2000 | | \$27,549 |
| Atlantic | 8/1/39 4/4/41 | 2700 | 22,000 | 32,246 | |
| New. Zeal | 6/1/41 5/7/43 | 40 | 2650 | 21,200 | 36,395 |
| No. Wst. Ct. | 6/10/43 5/10/45 | 90 | 2160 | 18,000 | 30,206 |
| " | 7/23/45 7/2/49 | 2700 | 17,000 | 38,609 | |

Sp. NILE, 403 tons blt Newmarket 1825 by Joseph Coe.

Owned Greenport, N.Y. by Ireland, Wells and Carpenter.

| | | | | | |
|--------------|-----------------|-----|------|--------|--------|
| No. Wst. Ct. | 10/15/45 6/7/48 | 170 | 2400 | 14,000 | 33,803 |
| " | 7/3/48 5/12/51 | 17 | 3000 | | 24,305 |
| Arctic | 9/1/51 4/19/55 | 316 | 2305 | 43,692 | 88,842 |

Sperm Oil Whale Oil Pohe Value

Eg. OSCOTIA, 158 tons, blt in Newmarket in 1836 by Andrew Shute

Owned New Bedford by E. Howland, Jr., and Co.

Pacific 8/6/50 to 5/22/53 148 Bbls 2612 Bbls 35,800# \$78,849

Atlantic 6/14/54 10/1/56 501 17 29,845

Sp. PORTSMOUTH, 520 tons blt in Portsmouth in 1834 by George Raynes.

Owned Warren, R.I.

No. Wst. Ct. 2/4/46 to 6/5/49 160 Bbls 4500 Bbls 38,000 65,187

Sp. SAMUEL WRIGHT, 372 tons blt Kittery in 1824 by William Badger.

Owned in Salem, Mass.

Pacific 6/15/33 to 8/27/36 2000 Bbls

" 11/24/36 3/1/39 2200 Bbls 23,562

Sp. SARAH PARKER, 387 tons blt Kittery in 1827 by Samuel Badger.

Owned Manticket by David Main, Captain Thomas Russell.

Pacific 6/15/45 to 5/10/49 59 Bbls 2700 24,000 42,627

Sp. SARAH SIMPSON, 41 tons blt in Portsmouth in 1824 by Joseph Kemick.

Owned in New Bedford.

Pacific 12/4/51 to 4/24/55 1806 19,800 49,031

" 9/19/55 5/28/59 2382 26,617 59,970

Sp. WILLIAM BADGER, 334 tons blt in Kittery in 1828 by Wm. Badger

Owned in Lynn by Andrew Breed, Captain Perkins.

Indian 10/17/45 to 2/11/49 900 Bbls 1600 50,778

" 9/15/49 5/11/53 1484 57,695

Owned New Bedford by B.P. Howard, Capt. John Braley

" 9/17/53 6/3/57 100 560 8,000 23,989

" 10/5/57 5/7/61 451 438 3,250

PISCATAQUA BUILT WHALERS.

Sp AINE MARY ANN, 380 tons, blt Portsmouth 1828 by Jacob Remick.

Owned Sag Harbor by Mulford and Sleight, Captain Winters.

So. Seas 11/25/42 to 5/27/45, 75 Bbls Sperm 2600 whale, 23,000# bone

" 7/21/45 4/28/48 3100 " 31,381 "

Ek APPHIA MARIA, 249 tons, Blt Kittery 1846 by Samuel Badger.

Owned Nantucket by John H. Shaw, Captain Hiram Folger.

Pacific 7/20/50 to 8/24/54 340 bbls Sperm 282 whale

Ek. CAVALIER, 294 tons, Blt Newmarket 1827 by Thomas Cottle.

Owned Salem, Mass. by James King, Captain Russell.

So. Atl. 10/25/35 to 5/22/37 75 bbls Sperm 980 whale

" and Ind. 7/18/37 3/24/39 180 " 820 " 8,000# bone

Owned Stonington by Charles P. Williams, Captain Marchant.

N.W. Coast 8/15/45 to 5/27/48 30 bbls sperm 1470 whale 14,000# bone

" 10/7/48 4/1/51 250 " 2400 " 15,000"

" 8/11/51 5/8/55 38 1188 " 13,000 "

New Bedford by James D. Thompson, Capt. E. Nickerson.

Atl. & Ind. v 9/29/55 5/10/58 192 bbls sperm 961 whale

Sp EDWARD, 339 tons blt Durham in 1822 by Joseph Coe.

Owned in Hudson, N.Y.

So. Atl. 1/10/33 to 3/12/35 900 Bbls Sperm 121 Whale

" 6/14/35 8/3/36 140 " 700 "

" 9/21/36 4/10/38 100 " 1600 "

" 7/10/38 9/1/40 200 " 1300 "

Sold New Bedford.

IMMIGRATION

Introduction.

For many years, Portsmouth was a port of entry for immigrants and from 1820 to the Civil War, many from British North America and Europe landed here. On August 31, 1821, the Schooner ROOKSBY sailed into Portsmouth Harbor with thirty-three Irishmen including nine children for Philadelphia, and for the next several years, many incidents of romance, adventure and tragedy can be gleaned from the records of that period.

There is the single line noting the arrival of a young lady, a milliner by trade, on the Ship IZETTE from Liverpool on July 6, 1824, followed by the notation "married to T.M.S. shortly after arrival. As T.M.S. was Thomas M. Shaw, captain of the IZETTE, one wonders if the captain won the hand of the young lady during the voyage or did he sail to Europe to bring back the one of his choice ?

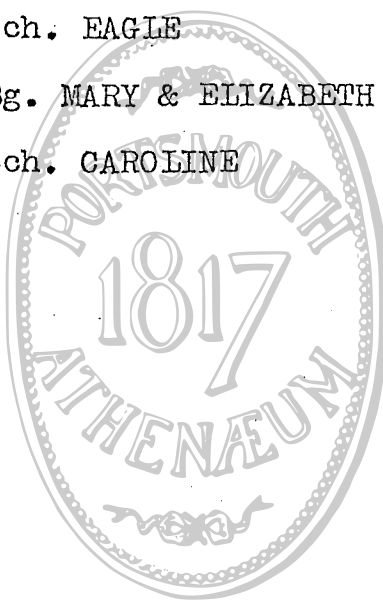
Was it tragedy of adventure that brought the girl of twelve who, alone, arrived in the Brig CARAVAN on September 11, 1826, from the West Indies, to seek employment as a domestic ? Stark tragedy must have hovered over the Ship MARY HALE from Havre arriving at Portsmouth October 13, 1832, with 88 Swiss for the records show that during the trip five children under the age of four died, two being members of the same family. Also the British Schooner JACOB CLARK which was wrecked at Rye Beach, November 30, 1842, with the loss by drowning of six of the twelve passengers.

Adventure can be imagined in the case of the three girls, aged 18, 16 and 14, who arrived September 25, 1849, in the British Schooner SPY from Nova Scotia. They gave their occupations as dairy maids.

A list of vessels arriving with six or more passengers is appended:

| | | |
|------------|--------------------|-------------------------------------|
| 9/20/1820 | Slp. ALLEN CROCKER | from St. John with 6 Irish for N.Y. |
| 8/31/1821 | Scr. ROOKSBY | " " 33 # for Phila. |
| 11/28/1824 | " HYDER ALI | " " 13 " " " |
| 6/11/1825 | Bg. DIOMEDE | from W.I. 8 English. |
| 7/16/1825 | Sp. FRANKLIN | " Liverpool 7 Welch. |
| 9/14/1825 | Sp. HAMILTON | " West Indies 6 Dutch |
| 7/20/1826 | Sp. STRAFFORD | " 11 Natives. |
| 9/9/1827 | Sp. HITTY | fm. Liverpool 23 English |
| 7/9/1828 | Sp. MINERVA | " 12 " |
| 7/22/1828 | Sp. HANTONIA | " 6 " |
| 9/23/1829 | Sch. FAVORITE | from Nova Scotia 7 Nova.Scot. |
| 4/26/1830 | Sc. ENTERPRISE | from Liverpool 11 English |
| 10/13/1832 | Sp. JOHN HALE | from Havre 88 Swiss |
| 11/3/1834 | Sp. LYDIA | from Rotterdam 6 Germans |
| 11/7/1835, | " | " Liverpool 114 Irish |
| 6/6/1840 | Br.Bk. ELIZA | " Bristol 36 English. |
| 6/7/1841 | Sch. ADELAIDE | " Nova Scotia 10 British. |
| 9/7/1841 | Sp. ATHENS | " Liverpool 7 Schtch. |
| 5/18/1842 | Sp. CHILE | " Cardiff 38 Welsh |
| 7/7/1842 | SS NO. AMERICA | " St. John 174 Irish |
| 9/12/1842 | Sch. COMET | " Nova Scotia 16 Irish |

| | | | |
|-----------|----------------------|---|--------------|
| 5/30/1844 | Sp. ROSCOE | from Liverpool with 251 British (inc. two born on passage) | |
| 5/17/1848 | Bk. BRILLIANT | from Newport | 22 English. |
| 6/20/1849 | Sch. MAYFLOWER | from Pr.Ed.Island | 9 Irish |
| 8/4/1849 | Sch. CLYDESDALE | " | 16 English. |
| 9/11/1849 | Bark AUONE | Newport | 25 " |
| 5/21/1849 | Sch. GENTLEMEN | Nova Scotia | 9 British |
| 6/1/1849 | Sch. TEAZER | " | 8 " |
| 6/12/1849 | Sch. EAGLE | " | 8 " |
| 5/6/1850 | Bg. MARY & ELIZABETH | " | 8 " |
| 7/30/1850 | Sch. CAROLINE | Cape Breton | 8 " for Nbt. |



IMMIGRANTS.

| Date | Name and Age | Trade | Vessel | From |
|------------|---------------------------|--------------|------------------|----------|
| 7/9/1827 | Argram, James. 50 | Mechanic | Sp HITTY | L'pool. |
| " | " Betsy 48 | Wife | " | " |
| 5/18/1842 | Arthur, Reis 54 | Laborer | Sp CHILE | Gardiff. |
| " | " Elizabeth 54 | wife of Reis | " | " |
| " | " Ephraim 26 | child | " " | " |
| " | " Manissah 24 | " | " " | " |
| " | " Simien 21 | " | " " | " |
| " | " Reis, Jr. 18 | " | " " | " |
| " | " Daniel 13 | " | " " | " |
| " | " Turza 11 | " | " " | " |
| 7/7/1842 | Addison, R. K. 30 | Teacher | St.NO. AMERICA, | Canad. |
| 5/30/1844 | Ackerson, Peter 19 | Farmer | Sp.ROSCOE, | Ireland |
| " | Andrews, Christopher, 41, | " | " | " |
| " | " ,Patrick, 38 | " | " | " |
| " | " ,Mrs 34 | Wife | " | " |
| 7/21/1845 | Abrams, Margaret, 50 | Servant | Sc.RISING SUN | Canada. |
| " | " Patrick 38 | " | " | " |
| " | " Margaret, 18 | " | " | " |
| 2/23/1849 | Adams, George 30 | Laborer | Bg.MARY SALTER, | N.S. |
| 4/30/1849 | Abbott, Herman 35 | Carpenter | Bk. SAONE | Wales |
| 9/4/1849 | Armstrong, Troop 27 | " | Sc.MARY ANN | N.S. |
| 10/13/1858 | Achworth, Daniel 18 | Farmer | Sp.KATE HUNTER, | Englan |
| 9/25/1859 | Arbuckle, Mary 30 | Servant | Bg. ANN MERRETT, | N.S. |
| " | " Ann 22 | " | " | " |
| " | " Catherine 18 | " | " | " |
| 5/11/1860 | Arkins, Mary 41 | Matron | Sc. STAG | " |

IMMIGRANTS, CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|----------------------|------------|------------------|-----------|
| 5/11/1860 | Arkins, Mary 41 | Matron. | Sc.STAG | N. S. |
| " | " Sarah 15 | Child | " | " |
| " | " Rosanno 13 | " | " | " |
| 4/26/1864 | Allen, John 32 | Mason | Sc.VOLUNTEER, | N.S. |
| 9/21/1822 | Brown, Elizabeth 38 | Matron | Sp.MARIA TUFTON, | St.U |
| " | " Jane 20 | | " | " |
| " | " Jemmima 12 | | " | " |
| 3/21/1825 | Botz, Henry 30 | Merchant | Bg.SIROIS, | Demerara. |
| 7/20/1826 | Brinkman, George 45 | | Bg. ELIZA, | Sweden. |
| " | " Cele(?) 53 | | " | " |
| 7/9/1827 | Butcher, John 25 | Mechanic | Sp.HITTY | England. |
| " | Busket, Mary 38 | Matron | " | " |
| " | " John 16 | | " | " |
| " | " Mary, Jr. 14 | | " | " |
| " | " William 3 | or 13? | " | " |
| " | " Robert 11 | | " | " |
| " | " Nancy 7 | | " | " |
| " | " Alice 5 | | " | " |
| 7/9/1828 | Bird, Annabella 16 | | Sp.HANTONIA, | # |
| 10/13/1832 | Buckhart, Eva. 19 | | Sp.JOHN HALE, | Havre. |
| " | Burly, John 65 | Carpenter, | " | " |
| 7/7/1835 | Beaghan, Bridget, 17 | Servant | Sp. LYDIA | England. |
| " | Black, Rebecca 25 | " | " | " |
| " | " Jane 17 | Seamstress | " | " |
| " | " John 14 | | " | " |
| " | " William 11 | | " | " |

IMMIGRANTS, CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|-----------|---------------------------------|----------------|------------------|-------------|
| 7/7/1835 | Black, Eliza, mother of last 2, | Sp. | LYDIA, | England |
| " | Buinan, Patrick, 16 | | " | " |
| 6/6/1840 | Biscoe, Charles, 40 | | Bk. ELIZA | " |
| " | " Letitia, 32 | Matron | " | " |
| " | Bates, George | 27 Farmer | " | " |
| " | " Leah | 33 Wife | " | " |
| " | " Susan | 3 Child | " | " |
| " | " Margaret | Infant | " | " |
| 6/7/1841 | Benson, Peter | 44 Farmer | SCADELAIDE | Cape Breton |
| " | " Susan | 37 Wife | " | " |
| " | " Jane | 14 child | " | " |
| " | " Letitia | 11 " | " | " |
| " | " Rachael | 8 " | " | " |
| " | " Matilda | 6 " | " | " |
| " | " Edward | 4 " | " | " |
| " | " Mary D, | 2 " | " | " |
| 4/23/1842 | Bigly, Joseph | 22 Mechanic | Sc, NO, AMERICAN | N. S. |
| 5/17/1842 | Bratt, John | 31 Collier | Sp. CHILE | Wales. |
| " | " Emma | 29 Wife | " | " |
| " | Bailey, George | 30 Surveyor | " | " |
| " | " Mary | 3k Wife | " | " |
| " | " Albert | 1 Child | " | " |
| " | Bower, William | 48 Block layer | " | " |
| " | " Hannah | 3k Wife | " | " |
| " | " Isaac | 4 Child | " | " |
| " | " Mary | 1 " | " | " |

TABLE IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|-------------------------|-------------|-----------------|----------------|
| 7/7/1842 | Brady, John 38 | Laborer | Sc.NO.AMERICA | Canada. |
| " | " Bridget, 36 | Wife | " | " |
| " | " Mary 3 | | " | " |
| " | " Bridget 1/2 | | " | " |
| " | Blake " 34 | Servant | " | " |
| " | " James 28 | Laborer | " | " |
| " | Brown, Mary 25 | Servant | " | " |
| " | Bush, John 21 | Laborer | " | " |
| 11/30/1842 | Bryant, Jeanno 28 | " | Sc. JAMES CLARK | " |
| 9/6/1843 | Burke, Dennis 24 | Tailor | Sc. ORBIT | N.S. |
| 5/30/1844 | Byrne, Catharine 22 | Maid | Sp.ROSCOE, | England.(Erin) |
| " | " Michael 27 | Clerk | " | " |
| " | Bremon, Mary 21 | Maid | " | " |
| " | Bu??ley, " 19 | " | " | " |
| " | Brady, Math 24 | Shoemaker" | " | " |
| " | Bready, Ellen, 16 | Seamstress" | " | " |
| " | " Rose 2 | | " | " |
| " | Beaty, Biddy 24 | Seamstress" | " | " |
| " | Bruce, Archie 25 | Farmer | " | Scotland |
| " | Brady, Patrick 23 | " | " | Ireland |
| " | Buchanon, May 22 | Maid | " | " |
| " | " <u>Born on voyage</u> | | " | " |
| " | Buck, Biddy 20 | Maid | " | " |
| " | Bryan, Peter 26 | Farmer | " | " |
| " | Bulman, Thomas 25 | " | " | " |
| 8/30/1845 | Brown, Edmund 25 | " | Sc.WILLIAM | N.S. |
| 4/10/1846 | Bingley, Norman 18 | Clerk | ScMARY ANN | " |

IMMIGRANTS, CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|-----------|------------------|------------------|--------------------|-------------|
| 11/2/1846 | Butler, James | 27 Laborer | Bg.ALEXANDER, | Cape Breton |
| " | " Eliza | 22 Wife | " | " |
| " | " James | 3 Child | " | " |
| " | " Jane | 1½ | " | " |
| 4/27/1849 | Brenen, James | 24 Cordwāner | ScJOHN WISHART, | N.S. |
| 4/30/1849 | Bowden, James | 22 Sp.Carpenter | ScTEAZER, | " |
| " | Bowles, Daniel | 30 Farmer | Bk.SAONE | Wales. |
| 9/11/1849 | Banks, Ward | 20 Sp.Carpenter, | Sc.CAROLINE, | N.S. |
| 9/19/1849 | Binnon, Peter | 28 Laborer | Bg.CHESEPEAKE | " |
| 10/6/1849 | Brooks, Abigail, | 29 Wife Wm. | Bg.WM. HENRY, | " |
| " | " " | 10 Child | " | " |
| " | " Zilpha | 8 " | " | " |
| " | " Wm.Wallace | 6 " | " | " |
| " | " Adalaide | 1 | " | " |
| " | " Cornelius | 27 | " | " |
| " | " Edward | 24 | Sc.MARY | " |
| " | Boole, William | 18 spwright | Sc. MAJOR | " |
| 9/4/1850 | Brooks, Samuel | 25 " | " | " |
| 4/14/1851 | Blair, Turner, | 22 Farmer | Sc.MAID OF ERIN | " |
| 6/2/1851 | Baker, James | 60 Widow | Sc. TEAZER | " |
| 7/8/1852 | Bon, Charlotte | 18nDomestic | Sc.LIVERPOOL | " |
| 8/14/1853 | Blacklie, James | 27 Carpenter | Sc.HEMISPHERE, | " |
| " | " Mary | 22 Wife | " | " |
| " | " Florence | 10 mos | " | " |
| 10/3/1854 | Burk, Ann | 28 Wife Wm. | Sc DANCING FEATHER | P.E.I. |
| " | " Jane | 7 Child | " | " |
| " | " Eliza | 20 Domestic | " | " |

IMMIGRANTS, CONTINUED.

| DATE | Name and Age | Trade | Vessel | From. |
|-----------|-----------------------|------------|----------------------|----------|
| 10/3/1854 | Burk, Isabelle, 30 | Domestic | Sc. DANCING FEATHER, | " |
| " | " Sarah 16 | " | " | " |
| " | " Walter 16 | Farmer | " | " |
| " | Bruce Lorklane 30 | Carpenter | " | " |
| 6/26/1870 | Bontang, Sophia 28 | " | Sc. BRITANNIA | Cape |
| " | " May Ann 11 | Child | " | " |
| " | " Herbert 4 | " | " | " |
| 10/6/1871 | Bradley, Mary 45 | Maid | Sc. ALFARETTE | " |
| " | Bonner, Marion 22 | " | " | " |
| " | " Mary 20 | " | " | " |
| " | " Agnes 8 | Child | " | " |
| 8/31/1820 | Coil, Patrick 22 | Cooper, | Sc. ROOKSBY | Canada. |
| 7/7/1835 | Coukon, Catherine 14 | " | Sp. LYDIA | Ireland. |
| " | Connors, James 21 | Laborer | " | " |
| " | " John 25 | " | " | " |
| " | " Margaret 51 | D. Maker | " | " |
| " | Collins, Patrick 30 | Ry. Bldr. | " | " |
| " | " Frances 31 | Wife | " | " |
| " | Garraghan, Abraham 14 | Whitesmith | " | " |
| " | Coniff, Ann 17 | Servant | " | " |
| " | " Bridget 15 | " | " | " |
| 4/4/1836 | Crawley, Timothy 25 | Laborer | Sp. SARAH PARKER | " |
| " | " Eliza 22 | Servant | " | " |
| 8/3/1840 | Cochran, Augana 25 | Farmer | Bg. VETO | N.S. |
| " | " Ann 20 | Milliner | " | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From. |
|----------|-----------------|---------------|---------------|---------|
| 7/7/1842 | Courtney, Mr. | 28 Merchant | St.NO.AMERICA | Canada. |
| " | Conley, Pat. | 24 Laborer | " | Ireland |
| " | Conner, John | 18 " | " | " |
| " | Costello, John | 27 " | " | " |
| " | Carter, Ann | 21 Servant | " | " |
| " | Cmpbell, Eliza | 19 " | " | " |
| " | Connell, Denis | 25 Laborer | " | " |
| " | Caneen, Gerald | 20 " | " | " |
| " | Collins, Maria | 20 Servant | " | " |
| " | Cunan (?), Mary | 19 " | " | " |
| " | Collins, Ellen | 22 " | " | " |
| " | " Peggy | 23 " | " | " |
| " | Coffee, John | 26 Laborer | " | " |
| " | Casey, Patrick | 25 " | " | " |
| " | " Daniel | 18 " | " | " |
| " | " Patrick | 28 " | " | " |
| " | Groner, Morris | 27 " | " | " |
| " | " Darvey | 28 " | " | " |
| " | " Joanna | 24 Wife Darby | " | " |
| " | Gain, John | 50 Laborer | " | " |
| " | " Margaret | 45 Wife John | " | " |
| " | " Mary | 24 Child " | " | " |
| " | " Margaret | 21 " " | " | " |
| " | " Patrick | 19 " " | " | " |
| " | " John | 16 " " | " | " |
| " | Cullen, Patrick | 21 Laborer | " | " |
| " | " Catharine | Servant | " | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From. |
|-----------|----------------------|-------------|-----------------|-----------------------------|
| 7/7/1842 | Cook, Matilda, 24 | Servant | ST. NO. AMERICA | Ireland. |
| " | Chandler, Ann 20 | " | " | " |
| " | Connell, Sarah 19 | " | " | " |
| " | Cashman, Ellen 21 | " | " | " |
| " | Cowley (?), Marg. 12 | " | " | " |
| " | Connell, Timothy 24 | Laborer | " | " |
| " | " Ear 10 | " | " | " |
| " | Carlton, John 25 | Laborer | " | " |
| 9/12/1843 | Condor, Thomas, 25 | " | Sc. COMET | N.S. |
| " | " Sarah 50 | Mother | " | " |
| " | " Garret 18 | Laborer | " | " |
| " | " Catharine 20 | Wife Garret | " | " |
| 5/30/1844 | Colbough, Charles 27 | Potter | Sp. ROSCOE | Ireland. |
| " | Carney, Miss 20 | Maid | " | " |
| " | Cranley, Miss E. 20 | " | " | " |
| " | Caffey, Mary 26 | Milliner | " | " |
| " | Corey, John 19 | Farmer | " | " |
| " | Conner, " 30 | " | " | " |
| " | Clark, Bessy 20 | Maid | " | <u>Died on passage</u> 5/24 |
| " | Corbet, Mick 18 | Farmer | " | Ireland |
| " | Caldwell, Peter 25 | " | " | " |
| " | Conner, Margaret 20 | Maid | " | " |
| " | Carroll, Ally 26 | " | " | " |
| " | Clark, Bella 22 | " | " | " |
| " | Conroy, Patrick 20 | Farmer | " | " |
| " | Conner, Mary 17 | Maid | " | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From. |
|-----------|------------------------------|------------|-------------------|------------|
| 5/30/1844 | Earty, Michael, 25 | Farmer | ROSCOE | continued. |
| " | Cunningham, Mary, 19 | Maid | " | " |
| " | Clark, Charles 27 | Farmer | " | " |
| " | Conly, Mary 19 | Maid | " | " |
| " | Corey, Barnard 18 | Farmer | " | " |
| " | Cunningham, Michael 19 | " | " | " |
| " | Coglan, Daniel 19 | " | " | " |
| " | Clark, Phillip, 21 | Carpenter | " | " |
| " | Cathlin, Jonathan 35 | Clerk | " | " |
| " | Coghlan, Mary 20 | Maid | " | " |
| " | Corney, Darby 30 | Farmer | " | " |
| " | Clark, Mary 20 | Maid | " | " |
| " | Gahill, Mary 19 | Milliner | " | " |
| " | Garr, Elizabeth 22 | " | " | " |
| " | Corey, Mary 18 | Maid | " | " |
| " | Conlon, John 16 | Farmer | " | " |
| " | Patrick Campbell, John 20 | " | " | " |
| " | Clark, John 19 | " | " | " |
| " | Casey, May 20 | Maid | " | " |
| " | Campbell, John 35 | Shoemaker | " | " |
| " | Cochran, John 22 | Weaver | " | " |
| 5/13/1848 | Coon, John 32 | Carpenter | Sc. WINDSOR, | N.S. |
| 7/26/1848 | Graig, Marie E. 34 | Mahe | Sechelle Islands, | ANN PARRY |
| " | " M. 17 | " | " | " |
| " | " Edward T. 8 | " | " | " |
| 10/2/1848 | Callahan, Marie 28 | Sc. ORANGE | | N.S. |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From |
|------------|---------------------|-------------|------------------|---------|
| 10/19/1848 | Coggins, Susan, 20 | Seamstress | Bg. WM. HENRY | N.S. |
| 4/27/1849 | Crowe, Wm. G. 36 | Spwright | Sc. EDWIN | " |
| " | " Sarah 37 | Wife | " | " |
| " | " Matilda 14 | Child | " | " |
| " | " Joel W. 12 | " | " | " |
| " | " Wm/Arthur 10 | " | " | " |
| " | " Marg. Maria 8 | " | " | " |
| " | " Pat. Murray 5 | " | " | " |
| " | " John R. 1 | " | " | " |
| 4/30/1849 | Cosman, Richard 22 | Blacksmith | Sc. TEAZER | " |
| 5/14/1849 | Carty, Joseph 24 | Joiner | " | " |
| 5/24/1849 | Carter, Henry 35 | SpCarpenter | Sc. WM. HENRY | " |
| 6/1/1849 | Chiverie, Henry 24 | Carpenter | Sc. EXPERIENCE | P.E.I. |
| " | " David 26 | " | " | " |
| 8/29/1849 | Ghesley, Howard 20 | Joiner | Sc. CAROLINE | N.S. |
| 4/22/1850 | Cook, George 22 | Spwright | Sc. MARY | " |
| 4/14/1851 | Crowe, John B. 23 | Farmer | Sc. MAID OF ERIN | N.S. |
| 4/29/1851 | Cornwall, Israel 22 | " | Bg. WM. HENRY | " |
| 5/15/1851 | Crocker 56 | Carpenter | " | " |
| 9/17/1851 | Conley, John 75 | Farmer | Sc. DELAWARE | " |
| " | " " Jr. 40 | " | " | " |
| 10/2/1851 | Conentuay, May 22 | Domestic | Sc. GEN. BERRY | England |
| " | " Rachael 18 | Dressmaker | " | " |
| " | Cronnier, Marg. 32 | Domestic | " | " |
| " | " Ann Maria 12 | " | " | " |
| " | " Patsy 8 | " | " | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From. |
|------------|-------------------------|-----------|---------------------|---------|
| 6/8/1852 | Clifford, John, 22 | Farmer | Sc. AIGONAC | N.S. |
| 6/25/1853 | Costola, James, 24 | Sailor | Sc. P.B. | " |
| 3/15/1854 | Chivere, Alex. 22 | Seaman | Sc. ALERT | " |
| " | " Simon, 21 | " | " | " |
| 5/26/1856 | Campbell, Neal, 22 | " | " | " |
| 10/13/1858 | Conner, Mary Ann 40 | Matron | Sp. KATE HUNTER, | L'pool. |
| " | " " 1 Child | | " | " |
| 10/9/1861 | Coleman, Eliza 25 | Domestic | Sc. INO | N.B. |
| " | " Paulina, 17 | " | " | " |
| 9/27/1864 | Cunningham, Mary Ann 19 | " | Sc. VOLUNTEER, | N.S. |
| 7/21/1870 | Cameron, Anna 15 | Servant | Sc. MARY CATHERINE, | N.S. |
| 8/1/1870 | Clancey, James 30 | Laborer | Sc. BRITANNIA | " |
| " | " Catharine 27 | Wife Jas. | " | " |
| " | " Kenneth 5 | Child | " | " |
| " | " John A. 6 | " | " | " |
| " | " James H. 1 | " | " | " |
| 6/15/1871 | Chapman, Eliz. 22 | Tailoress | Bg. LIBERTY | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From |
|------------|---------------------------|----------------|---------------------------|-----------|
| 8/21/1820 | Devilin, Chas, 19 | Farmer | Sc. ROOKSBY | Ireland. |
| 11/29/1824 | Dougherty, John 22 | Merchant | Sc. PERSEVERENCE, | " |
| 7/20/1826 | DeBritton, " 42 | Gentleman | Sp. STRAFFORD, | Demerara. |
| " | " Ann 32 | Wife John | " | " |
| " | " Catherine, 17 | Child | " | " |
| " | " Amelia 16 | " | " | " |
| " | " Julia 15 | " | " | " |
| " | " Gust. 14 | " | " | " |
| " | " Phillip 12 | " | " | " |
| " | " Ann L. 8 | " | " | " |
| " | " John, Jr. 6 | " | " | " |
| " | " Charles 4 | " | " | " |
| " | " George 2 | " | " | " |
| 11/3/1834 | Dumbruff, Wiss ?29 | Lawyer | Sp. LYDIA, | Germany |
| 7/7/1835 | Dimond, John, 40 | Mason | " | Ireland |
| " | " Marg. 39 | Wife John | " | " |
| " | " Joh, Jr. 16 | Child | " | " |
| " | " Wm. 14 | " | " | " |
| " | " Mary Ann, 11 | " | " | " |
| " | " James, Susan & 3 others | 2 to 9. | | |
| " | Donathy, Martha 26 | and two others | " | Scotland. |
| " | Dailey, Ellen, 17 | Servant | " | Ireland. |
| " | Donlin, James, 22 | Laborer | " | " |
| " | Dealey, Mary 26 | Servant | " | " |
| 7/7/1842 | David, | 24 | Merchant St. NO. AMERICA, | Canada |

IMMIGRANTS CONTINUED.

| DATE | Namey and Age | Trade | Vessel | From. |
|-----------|----------------------|-------------|----------------|----------|
| 7/7/1842 | Duffy, Eliza, 24 | Servant | St.NO.AMERICA, | Ireland |
| " | " Michael 16 | Laborer | " | " |
| " | " Patrick 12 | " | " | " |
| " | Dugan, Patrick 17 | " | " | " |
| " | Dempsey, Marg. 18 | Servant | " | " |
| " | " Michael, 14 | Laborer | " | " |
| " | Dacey, Peggy 18 | Servant | " | " |
| " | " Mary 16 | " | " | " |
| " | Doherty, Sarah, 24 | " | " | " |
| " | Daley, Mary 19 | " | " | " |
| " | Dowle, Susan, 14 | " | " | " |
| " | Doherty, Biddy 20 | " | " | " |
| " | Doran, Martin, 23 | Tailor | Sc. ORBIT | " |
| 5/30/1844 | Duck, Mary 20 | Maid | Sp.ROSCOE | " |
| " | Doyle, Mary 40 | " | " | " |
| " | " Mick 12 | " | " | " |
| " | Dimsworth, David, 18 | Clerk | " | Scotland |
| " | Donnelly, Mary, 35 | Maid | " | Ireland. |
| " | Darcy, Biddy, 20 | Washerwoman | " | " |
| " | Doller, Eliza 20 | Maid | " | " |
| " | Donally, Ann 10 | " | " | " |
| " | Dollen, Redmond, 23 | Farmer | " | " |
| " | Donnegan, Barney, 28 | " | " | " |
| " | Doolan, Patrick, 28 | " | " | " |
| " | Dohey, Biddy 24, | seamstress | " | " |
| 5/30/1844 | Donally, William, 40 | Farmer | " | " |
| " | Derine, Michael, 20 | " | " | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From. |
|------------|-----------------------------------|----------------|----------------------|--------------|
| 5/30/1844 | Donnelly, Hugh, 12 | Farmer | Sp. ROSCOE | Ireland. |
| " | Douglass, Wm. 33 | Gardener | " | Scotland. |
| " | Dobson, James 25 | Farmer | " | Ireland. |
| " | Dogerty, Rose 20 | Maid | " | " |
| " | Doyle, Mary A. 12 | " | " | " |
| " | Duffy, Ellen 20 | " | " | " |
| " | Dansworth, Eliza, 10 | | " | " |
| " | Daggan, Daniel Daggan, Daniel, 20 | Shoemaker | " | " |
| " | Doone, Barnard, 25 | Farmer | " | " |
| 5/29/1845 | Donovan, John 45 | Laborer | Sc. FAREWELL, | " |
| " | " Ann 13 | Servant | " | " |
| 1/1/1847 | Dellaney, Patrick, 28 | Chandler | Sc. GEO. PRYOR, | N.S. |
| 4/18/1848 | Dingwell, William, 19 | Laborer | Sc. RENOWN | " |
| 4/30/1849 | Donivive, John, 24 | Farmer | Bk. SAONE | Wales. |
| 8/4/1849 | Dean, Richard, 20 | Tailor | Sc. CLYDESDALE, | P.E. I. |
| 11/19/1849 | Deuton, Stephen 27 | Teacher | Bg. WM. HENRY | " N.S. |
| 6/12/1851 | Dakin, Margaret, 18 | Domestic | Sc. TEAZER | " |
| 5/10/1852, | Dodsworth, Geo. 27 | Farmer | Sc. HORATIO WILSON, | " |
| 6/25/1853 | Devine, Patrick, 36 | Domestic | Sc. D.B. | P.E.I. |
| " | Duffy, Catharine, 20 | " | " | " |
| 10/3/1854 | Dingwell, Marg. 18 | " | Sc. DANCING FEATHER, | " |
| 5/26/1856, | Duncan, James 20 | Sp. Carpenter, | Sc. ISABELLA, | " |
| 8/22/1868 | DeRoach, Ben. 26, | Mariner | Bg. ST. PETER, | Cape Breton. |
| 7/21/1870 | Delorey, William, 55 | Farmer | Sc. MARY CATHARINE, | N.S. |
| " | " Joseph, 25 | Blacksmith, | " | " |
| " | " Annie 54 | Wife John | " | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From |
|------------|-------------------------|--------------|-----------------|----------|
| 7/21/1870 | Delorey, Posey, 4 | Grandchild | Sc. R.H. DEXTER | N.S. |
| 11/20/1871 | Dexter, Jemima, 16 | Maid | " " | " |
| 7/16/1825 | Evans, John 26 | Laborer | Sp. FRANKLIN | Wales. |
| " | " Elizabeth, 28 | Single | " | " |
| " | " " 7 | | " | " |
| " | " Hugh 1 | | " | " |
| " | " Ellen 3 | | " | " |
| 7/7/1835 | Earley, Catharine, 25 | | Sp. LYDIA, | Ireland. |
| " | Erly, Bridget, 19 | Servant | " | " |
| " | Elliot, William, 17 | " | " | " |
| 6/6/1840 | Eve, John, 34 | Confectioner | Bk. Eliza | England. |
| " | " Elizabeth 31 | Wife John | " | " |
| " | " John 7 | Child | " | " |
| " | " Edward 5 | " | " | " |
| " | " Elizabeth | Infant | " | " |
| 7/15/1840 | Elliot, William 23 | Cordwainer | Sc. RETRIEVE | N.S. |
| 5/17/1848 | Evans, David, 34 | Forgeman | Bk. BRILLIANT, | England. |
| " | " Mary 34 | Wife David | " | " |
| 3/3/1820 | Fittsgerald, Robt. 33 | Shoe maker | Sc. PINK | Hayti |
| 7/29/1827 | Fearne, Thomas 43 | Mechanic | Sp. HITTY | Ireland. |
| 9/11/1827 | Fitzpatrick, Edmund, 25 | Farmer | " TRITON | " |
| 10/13/1832 | Fifle, Andrew, 41 | Carpenter | Sp. HOHN HALE, | Swiss. |
| " | " Catharine 46 | Wife, | " | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From |
|------------|--------------------------|-------------------------|-----------------|----------|
| 10/13/1832 | Fifle, Regina, 11 | Child | Sp. JOHN HALE | Swiss. |
| " | " Elizabeth, 9 | " | " | " |
| " | " Francis, 2 | " <u>died on voyage</u> | " | " |
| 7/7/1835 | Farrall, Catharine, 60 | Sp. LYDIA | | Ireland. |
| " | Faley, Sealey, 29 | Servant | " | " |
| " | Faley, Bridget, 18 | " | " | " |
| " | Foley, Thomas 20 | Cooper | " | " |
| " | Finner, Catharine, 18 | Merchant | " | " |
| 8/3/1840 | Fling, Catharine, 20 | Milliner | Bg. VETO | N.S. |
| 7/7/1842 | Fullerton, Biddy, 24 | Servant | St. NO. AMERICA | Ireland. |
| " | Fitzgerald, Mary 23 | " | " | " |
| " | Flinn, John 40 | Laborer | " | " |
| " | Fenegan, Iranson, 20 | Servant | " | " |
| " | Fitzgerald, Mary Ann, 21 | " | " | " |
| " | Flaherty, Hugh 24 | Laborer | " | " |
| " | Foley, Ellen, 22 | Servant | " | " |
| " | Fitzgerald, Patrick 36 | Laborer | " | " |
| " | " Ansy 26 | " | " | " |
| " | " Charles 3 | Child | " | " |
| " | " Michael 1 | " | " | " |
| 9/12/1842 | Pagan, Patrick 26 | Laborer | Sc. COMET | Ireland |
| " | Fling, John 32 | " | " | " |
| " | " Bridget 32 | Wife Pat. | " | " |
| " | " Thomas 3 | Child | " | " |
| " | " Edward 1 | " | " | " |
| 11/30/1842 | Fitzgerald, Eliz. 22 | Servant | Sc. JAS. CLARK | England. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|-----------|-------------------------------|------------|-------------------------|----------|
| 5/30/1844 | Fergus, Homer, 24 | Seamstress | Sp. R ^U SCOE | Ireland. |
| " | Fenlow, Thomas, 23 | Clerk | " | " |
| " | Flood, John 28 | Mason | " | " |
| " | Fuherty ?, Ann 15 | Maid | " | " |
| " | Flannagan, Peter 20 | Weaver | " | " |
| " | Fullar, Edward 24 | Farmer | " | " |
| " | Fogarty, Phillip, 28 | " | " | " |
| " | Feeny, Catharine, 20 | Maid | " | " |
| " | Flemming, Mary 19 | " | " | " |
| " | Farroll, Thomas, 22 | " | " | " |
| " | Finley, John 25 | Farmer | " | " |
| " | Fenner, Catharine, 20 | Maid | " | " |
| 4/12/1849 | Fish, Elisha 22, | mariner | Sc. COLUMBINE, | N.S. |
| " | " William 19 | " | " | " |
| 4/30/1849 | Fitzgerald, Richard, 37 | Farmer | Bk. SAONE | Wales |
| " | " Mary 24 | Wife Rich, | " | " |
| " | " May 8 | Child | " | " |
| " | " James 6 | " | " | " |
| " | " Joseph 3 | " | " | " |
| " | " John 3d. 3 | " | " | " |
| " | Francis, Margaret, 34 | | " | " |
| " | " " 8 | | " | " |
| " | Rachel Rachel 1 $\frac{1}{2}$ | | " | " |
| " | Ford, Sarah 20 (29?0 | | " | " |
| 6/14/1849 | Foster, Benning, | Physician | Bg. WM. HENRY | N.S. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|----------------------------|----------------|-----------------------|----------|
| 9/11/1849 | Farnsworth, Charlotte, 16, | Domestic Sc. | CAROLINE, | N.S. |
| " | Foster, Susanna, 22 | Domestic | " | " |
| 10/28/1850 | Falconer, Ann | 22 Dressmaker | Bg. EL SINORE | " |
| 4/14/1851 | Fletcher, John | 30 Farmer | Sc. MAID OF ERIN, | " |
| 8/13/1858 | Farrow, Isaac, | 43 Blacksmith | Sc. AUGUSTUS | PEI |
| " | " Adelia | 14 Child | Isaac | " |
| " | " Celintha | 13 | " | " |
| " | " Emeranda | 11 | " | " |
| " | " Wm. H | 9 | " | " |
| " | " Mary E. | 7 | " | " |
| " | " Jane | 5 | " | " |
| " | " Nelson | 3 | " | " |
| 9/9/1858 | " Isaac | 43 Blacksmith | Bg. WM. HENRY | " |
| 10/13/1858 | Ford, Bridget, | 35 Spmaster | Sp. KATE HUNTER | Ireland |
| " | Flynn, May | 17 Domestic | " | " |
| 10/8/1858 | Fraser, Mary Ann | 24 " | Sp. FLEETWING, | N.S. |
| 6/8/1865 | " Mary | 21 Teacher, | Bk. HARRIET LIEVESLEY | " |
| " | " William | 18 Moulder | " | " |
| 6/8/1866 | Foushere, Charley | 23 Seaman | Bg. ARCTURUS, | " |
| 7/15/1869 | Furlong, Elizabeth, | 18 Seamstress, | Sc. CATHERINE, | N.S. |
| 4/22/1871 | Forley C.E. | 18 Mechanic | Sc. LOUISE WAISH | " |
| 9/27/1871 | Farcher, Sarah Jane, | 21 Maid | Sc. ARGOLIE | Cape Bre |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From |
|------------|---------------------|-------------|----------------|--------------|
| 8/31/1820 | Grow, John, 20 | Farmer | Sc.ROOKSBY | Canada. |
| " | Gill, Charles, 50 | " | " | " |
| 7/7/1824 | Gausman,Willie 30 | Brewer | Sp.MARY BEACH, | Germany. |
| 8/22/1831 | Gibson, Elias 17 | Weaver | Sp.AMERICA, | England. |
| 10/13/1832 | Gaiser, Jacob 24 | Laborer | " | " |
| " | " Adam 20 | Wgeelwright | " | " |
| " | Giather,Andrew 23 | Carpenter | " | " |
| " | Guither,Johannus,27 | Laborer | " | " |
| " | " Catharine26; | Wife Jo." | " | " |
| " | " Gothlip? | 3 Child | " | " |
| " | " Frances 1 | " | " | " |
| " | Glover, Mathias, 42 | Laborer, | " | Switzerland. |
| " | " Rigina, 40 | Wife Ma. | " | " |
| " | " Alma M. 14 | Child | " | " |
| " | " John 11 | " | " | " |
| " | " Mathias 5 | " | " | " |
| " | " George 3 | " | " | " |
| " | " Agatha 1 | " | " | " |
| " | Geathan, Mathias 23 | Laborer | " | " |
| 7/7/1835 | Guller,William 21 | Farmer | Sp.IYDIA | Scotland |
| " | Guthire,Rebecca 20 | Seamstress | " | Ireland. |
| " | Garin, Michael 65 | Farmer | " | " |
| 6/7/1841 | Gregg, George 17 | Seaman | Bg.ARGUS, | England. |
| 7/7/1842 | Gallagher, Mr. 35 | Merchant, | St.NO.AMERICA, | Canada. |
| " | Gullivan, James 28 | Laborer, | " | Ireland. |
| " | Griffith, Honorah17 | Servant | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|-----------|------------------------|-----------------|-------------------------|-----------|
| 7/7/1842 | Gillespey, Bridget, 21 | Servant | St. NO. AMERICA | Ireland. |
| 9/12/1842 | Galagher, James 25 | Laborer | Sc. COMET | N.S. |
| 5/30/1844 | Goodman, Patrick 28 | Farmer | Sp. R ^U SCOE | Ireland. |
| " | " Mrs " 26 | Seamstress | " | " |
| " | " Susan 14 | | " | " |
| " | " Biddy 12 | | " | " |
| " | " Mary 5 | | " | " |
| " | " John 1 (or 7) | | " | " |
| " | " | Born on passage | " | " |
| " | Graham, John 50 | Manufacturer, | " | England. |
| " | Glancliam, Ann 19 | Maid | " | Ireland. |
| " | Goodman, James 6 | | " | " |
| " | Gammen, Mary 20 | Maid | " | " |
| " | Gleary, Ellen 19 | " | " | " |
| " | Garforth, Ann 21 | Manufacturer | " | England. |
| " | " Susan 1 | | " | " |
| " | Gunn, Mr. 40 | Merchant | " | Scotland. |
| " | " Mrs 27 | " | " | " |
| " | " Master 7 | " | " | " |
| " | Gillam, James 35 | Farmer | " | Ireland |
| " | Gerarty, Catharine 21 | Maid | " | " |
| " | " John 30 | Farmer | " | " |
| " | Gaoghagen, Thos. 28 | Laborer | Sc. SHETLAND, | N.S. |
| 5/14/1849 | Gravit, Peter, 25, | Ship Carpenter, | Sc. TEAZER, | " |
| 6/12/1849 | Gray, Eliza Jane 23 | Dressmaker, | Sc. EAGLE, | " |
| 4/23/1850 | Greene, Allen 26 | Farmer | Sc. RENOWN | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|--------------------------|---------------|-----------------|--------------|
| 4/23/1850 | Greene, Allen Jr. 23 | Farmer | Sc. RENOWN | N.S. |
| " | John John 21 | " | " | " |
| 9/4/1850 | Grant, Peter, 25 | Sp. Carpenter | Sc. MAJOR | " |
| 4/14/1851 | Greene, James 18 | Farmer | Sc. RENOWN | " |
| 10/13/1858 | Gorman, Margaret 30 | Spinster | Sp. KATE HUNTER | Ireland. |
| 10/8/1860 | Grant, John 21 | Student | Bg. FLEETWING | N.S. |
| 10/10/1868 | Gouthro, Leamy 22 | Sp. Carpenter | Bg. L.W. EATON | Cape Breton |
| 11/1/1820 | Hogan, R. F. 21 | Merchant | Sc. UNION | Ireland. |
| 8/31/1821 | Harvey, William 66 | Farmer | Sc. ROOKSBY | " |
| " | " Rebecca 65 | Wife Wm. | " | " |
| " | " Mary 21 | Child | " | " |
| " | " Wm. Jr. 18 | | " | " |
| " | " Jane 15 | | " | " |
| " | " James 11 $\frac{1}{2}$ | | " | " |
| " | " Sarah 27 | Wid & in-law | " | " |
| " | " Jane 4 | her child | " | " |
| " | " Sarah 3 | " | " | " |
| " | Hague, Michael 26 | Farmer | " | " |
| " | " Ann 20 | Wife Mike | " | " |
| 7/16/1825 | Hughes, Owen 66 | Laborer | Sp. FRANKLIN | Wales. |
| " | " Catharine 24 | Single | " | " |
| 9/11/1826 | Hautham, Andrew 25 | Laborer | Sp. MARION | Ireland. |
| 10/13/1832 | Haist, Joseph 26 | Weaver | Sp. JOHN HALE | Switzerland. |
| " | " Elizabeth 24 | Wife Joe. | " | " |
| " | " Rosina 4 | Child | " | " |
| " | " Bernhard 2 | " | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|--------------------|------------|----------------|--------|
| 10/13/1832 | Haist, Mathias, 36 | Farmer | Sp. JOHN HALE, | Switz. |
| " | " Catharine, 34, | Wife Math. | " | " |
| " | " Jacob 11 | Child " | " | " |
| " | " John 9 | " " | " | " |
| " | " Mathias 1 | " " | " | " |
| " | " Agnes 4 | " " | " | " |
| " | " Michael 37 | x x | " | " |
| " | " Fredrica 32 | Wife Mich. | " | " |
| " | " " 9 | Child " | " | " |
| " | " John 7 | " " | " | " |
| " | " Michael 6 | " " | " | " |
| " | " Catharine 3 | " " | died on vyage | " |
| " | " Mathew 1 | " " | died on voyage | " |
| " | " Daniel 31 | Laborer | (or 36) | " |
| " | " Rigina 60 | | " | " |
| " | " Anna M 50 | | " | " |
| " | " Mathias 31 | Shoemaker | " | " |
| " | " Christian 26 | Carpenter | " | " |
| " | " Catharine, 24 | | " | " |
| " | " Agatha 19 | | " | " |
| " | " Magdalena 28 | | " | " |
| " | Hamp, Jacob 60 | | " | " |
| " | " Agatha 1 x | | " | " |
| " | Haist, John G. 42 | Laborer | " | " |
| " | " Agathan, 24 | Wife John | " | " |

IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From |
|-----------|-----------------------|--------------|------------------|--------------|
| 7/7/1835 | Higgins, John, 20 | Laborer | Sp. LYDIA | Ireland. |
| " | " Margaret, 19 | Dressmaker | " | " |
| " | Hughes, Edward, 22 | Laborer | " | " |
| " | Hough, Patrick, 22 | Farmer | " | " |
| 6/7/1842 | Heckman, Mary A. 28 | Servant | Sc. ADELIAIDE, | Cape Breton. |
| " | " Henry A. 6 | | " | " |
| 7/7/1842 | Hatch, MR. 30 | Lawyer | St. NO. AMERICA, | N.B. |
| " | " Mrs 20 | lady | " | " |
| " | Howard, Dennis 26 | Laborer | " | Ireland. |
| " | Hurlahan, Wm. 28 | " | " | " |
| " | Hagerty, Patrick 22 | " | " | " |
| " | Hinds, Thomas 25 | " | " | " |
| " | Halinan, Patrick 32 | " | " | " |
| " | Hanan, " 16 | " | " | " |
| " | Hanfrey, Bridget, 19 | Servant | " | " |
| " | Hathoren?, John 20 | laborer | " | " |
| " | Hagerty, Dennis 24 | " | " | " |
| " | Halornen, John 18 | " | " | " |
| " | " Mary 30 | Servant | " | " |
| " | " Mary A. 8 | Child Mary | " | " |
| " | " Teddy 6 | " | " | " |
| " | " Martin 4 | " | " | " |
| " | " Joanna 2 | " | " | " |
| " | Horan, Mary 20 | | " | " |
| 9/12/1842 | Hitchings, Joseph, 40 | Metalplater, | Sc. COMET | N.S. |
| " | " Mary 40 | Wife Joe. | " | " |
| " | " Eliz. 13 | Child | " | " |

IMMIGRANTS CONTINUED.

| Date. | Name and Age | Trade | Vessel | From |
|-----------|-------------------------|------------------|-------------------------|----------|
| 5/30/18 | Hudson, Mrs., 36 | Seamstress | Sp. R ^U SCOE | England. |
| " | " Fanny 10 | | " | " |
| " | " John 8 | | " | " |
| " | Henderson, Ann, 18 | Maid | " | Ireland |
| " | Hughs, Ally 22 | " | " | " |
| " | " Robert, 23 | Farmer | " | " |
| " | Halvey, Charles 19 | " | " | " |
| " | Hennessey, Cath. 20 | Maid | " | " |
| " | Hart, Binny, 18 | " | " | " |
| " | Hennessey, Thos. 22 | Farmer | " | " |
| " | Hoggy, Stephen 25 | " | " | " |
| 5/22/1848 | Howard, Thomas, 62 | Tailor | Sc. RISING SUN, | N.S. |
| " | " Frederick, 16 | Farmer | " | " |
| " | " Thos. Jr. 21 | " | " | " |
| 6/28/1848 | Hankinson, David, 25 | Sp Carpenter | Bg. FRANCES JANE, | N.S. |
| 4/27/1849 | Hogan, John 23 | Bg. | JOHN WISHART, | " |
| 4/30/1849 | Hornet, Edward, 27 | laborer, | Bk. SAONE, | Wales. |
| 6/1/1849 | Hankerson, Samuel 28, | Carpenter, | Sc. TEAZER, | N.S. |
| " | " George, 24 | " | " | " |
| " | " Joseph, 22 | " | " | " |
| " | " Gertrude 22, | Spinster | " | " |
| 8/4/1849 | Hickey, Patrick, 26, | Joiner | Sc. CLYDESDALE, | P.E.I. |
| " | " Catharine, 23 | Wife Pat. | " | " |
| " | " Daniel, 19 | | " | " |
| 8/29/1849 | Hoofman, Sarah Ann, 17, | Spinster, | Sc. CAROLINE, | N. S. |
| 4/22/1850 | Holmes, Whiyman, 55, | Sp. Carpneteter, | Bg. WM. HENRY, | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|---|--------------|-------------------|--------------|
| 5/15/1851 | Holmes, Abigail, ²⁷ Wife Whitman | | Pg. WM. HENRY, | N.S. |
| " | Joseph, 6 Child | " | " | " |
| " | Abigail, $1\frac{1}{2}$ | " | " | " |
| 6/2/1851 | Hasset, Jane 23 | Domestic, | Sc. TEAZER, | N.S. |
| " | Catharine, 20 | " | " | " |
| " | Barbara 17 | " | " | " |
| " | Hume, Mrs John 26 | | Bg. SEABIRD, | " |
| " | Ezra 8 | child | " | " |
| " | Letitia 3 | " | " | " |
| " | John 1 | " | " | " |
| " | Holiday, Marsalee 17 | Farmer | " | " |
| 9/11/1851 | Hart, Sarah Ann 25 | | Sc. CLYDESDALE, | P.E.I. |
| 6/5/1852 | Hall, Edward, 23 | Fireman | Bg. INDEPENDENCE, | Curacao. |
| " | Sarah 21, | Wife Ed. | " | " |
| " | Robert 3 | Child | " | " |
| " | Richard 3mos. | " | " | " |
| 6/8/1852 | Robert, 23 | Shoemaker, | Sc. ALGONO, | N.S. |
| " | Hyslop, Samuel, 19, | Farmer | " | " |
| 5/27/1859 | Hossack, Henrietta, 28, | | Bg. UNICON, | " |
| " | Jeanette 3 | Child | " | " |
| 6/8/1859, | Hammond, Samuel, 22, | Farmer | Sc. STAG, | " |
| 11/10/1860 | Hutton, Alexander, 28, | Carpenter, | Sc. MARY FRASER, | " |
| 7/25/1861 | Hall, Thomas 33 | SpCarpenter, | Sc. AIMA | " |
| " | Eliza 27 | Wife Thomas, | " | " |
| " | James D. 4 | Child | " | " |
| 8/18/1866 | Hawghen, Chas. 21 | | Sc. MARINER, | Cape Breton. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|----------------------|----------------|--------------------|-------------|
| 10/8/1866 | Higham, Job, 45 | Bg.CHAT BREWER | | Cape Breton |
| 8/17/1868 | Hamford, Edward, 35 | Mariner | Bg. ELLEN, | N.S. |
| 7/21/1869 | Hearn, James, 23 | Lawyer | Bg. GEORGE | N.S. |
| 6/15/1870 | Hilmon, Jemima 18 | Maid | Bg. LIBERTY, | " |
| 7/24/1870 | Hartigan, Eliza, 24 | Domestic | Bg. RUTH | N.S. |
| 8/31/1820 | Johnston, Agnes, 28 | Widow | Sc.ROOKSBY | Ireland. |
| " | " James 4 | Child | Agnes " | " |
| " | " Mary 2 | " | " " | " |
| " | " Jane 3/4 | " | " " | " |
| 8/21/1826 | Jones, John, 40 | Merchant | Sp. L'POOL TRADER, | England |
| " | " Mary Ann, 22 | Wife John | " | " |
| " | " William 27, | Currier | " | " |
| 7/9/1827 | Jepson, Betsey 55 | | Sp. HITTY | " |
| " | " " 30 | | " | " |
| 6/6/1840 | Jones, Samuel, 40 | Miner | Bk. ELIZA, | " |
| " | " Catharine, 39, | Wife Sam | " | " |
| " | " " 16 | Child | " | " |
| " | " Mary 13 | " | " | " |
| " | " David 9 | " | " | " |
| " | " John 5 | " | " | " |
| " | " Eliza | Infant | " | " |
| 5/18/1842, | " David 30 | Laborer | Sp. CHILE | Wales |
| " | " Elizabeth, 29, | Wife | " | " |
| 5/30/1844 | Jarvis, William, 29, | Farmer | Sp. ROSCOE | England. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|--------------------|--------------|-------------------|--------------|
| 5/17/1848 | Jones, William, 32 | Forgeman | Bk. BRILLIANT, | Wales. |
| " | " Ann 31 | Wife Wm. | " | " |
| " | " Maria 4 | " | " | " |
| " | " Thos. 11 mos | " | " | " |
| " | James, Daniel, 26 | Forgeman | " | " |
| " | " Ann 24 | Wife | " | " |
| " | " Thomas 11 mos. | " | " | " |
| 8/20/1850 | Jackson, Mary, 25 | " | Sc. MARY | N.S. |
| 10/15/1851 | Jameson, Hugh 49 | Laborer | Bg. ALEXANDER | " |
| " | " Nancy 30 | Domestic | " | " |
| " | " Mary 21 | " | " | " |
| " | " Rachael 14 | " | " | " |
| 9/27/1871 | Jackson, Emily, 30 | Maid | Bg. BEN NEVIS, | Cape Breton. |
| 11/29/1824 | Kane, William, 23, | Merchant | Sc. PERSEVERENCE, | Ireland. |
| 9/11/1826 | Kay, Edward, 26 | Laborer | Sp. MARION | " |
| " | " Judith 30 | Wife Edward, | " | " |
| " | " Mary 4 | Child | " | " |
| " | " Thomas 2 | " " | " | " |
| 7/9/1827 | " John 36 | Mechanic | Sp. HITTY, | " |
| " | " Joseph 10 | " | " | " |
| " | " Mrs. 31 | " | Sp. MINERVA, | " |
| " | " Mary Ann 15 | " | " | " |
| " | " Jane 13 | " | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|-----------------------|-------------|----------------|---------------------|
| 7/9/1828 | Kay, Robert, 8 | | Sp.MINERVA, | England. |
| " | " Thomas 4 | | " | " |
| " | " Elizabeth, 1 | | " | " |
| 8/24/1832 | Kelly, Martin, 30 | Farmer | Sp.ANN PARRY, | Ireland. |
| 10/13/1832 | Klumpp, Mathias, 15 | | Sp.JOHN HALE, | Switz. |
| " | " Frances T. 42 | Baker | " | " |
| " | " Anna M. 30 | Wife Fran. | " | " |
| " | " " " 8 | Child | " | " |
| " | " Mathias 5 | " " | " | " |
| " | " John 3 | " " | " | <u>dies on trip</u> |
| " | " Gobies 1 | " " | " | " |
| " | Kurtz, Nepomah 34 | Baker | " | " |
| " | " Elizabeth, 37 | Wife Nep. | " | " |
| " | " Kristien 9 | Child | " | " |
| " | " John 1 | " " | " | " |
| 7/7/1835 | Kane, William, 27 | Paver | Sp. LYDIA | Ireland. |
| " | " James 18 | Shoemaker | " | " |
| 5/17/1842 | King, William 20 | Laborer | Sp.CHILE | Wales. |
| " | " John 23 | # | " | " |
| " | Kelly, Martin, 45 | " | " | " |
| " | Kilhaley, James 24 | | " | " |
| " | Kelley, Catharine, 50 | Servant | Sp.NO.AMERICA, | Ireland. |
| " | " George 10 | Child Cath. | " | " |
| 7/1/1843 | Kales, Agnes, 14 | Servant | Sp.PACTOLUS, | " |
| 5/30/1844 | Kenlan, Julia, 18 | Maid | Sp.ROSCOE | " |
| " | Kenneday, Sarah 24 | " | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|-------------------------|------------------|-------------------|--------------|
| 5/30/1844 | Killen, Michael, 30 | Farmer | Sp. ROSCOE | Ireland. |
| " | Kennedy, John 24 | " | " | " |
| " | " Cath. 15 | Maid | " | " |
| " | Kinsellar, Peter 28 | Farmer | " | " |
| " | Kelly, Bridget, 20 | Maid | " | " |
| " | " Mary 9 | | " | " |
| " | Keegan, Mary 20 | Maid | " | " |
| " | Kelly, James 26 | Stone mason | " | " |
| " | " Mary 25 | Maid | " | " |
| " | Kinney, Isaac 23 | Sp Carpenter | Bg. FRANCES JANE, | N.S. |
| 4/30/1849 | Keady, John 19 | Farmer | " Bg. SAONE | Wales. |
| 6/12/1856 | Kimball, Israel, 17 | Seamen | Bg. WM. HENRY | N.S. |
| 9/9/1858 | Kinghorn, Mary 68 | Tailoress | Sc. MARY SNOW, | " |
| 12/11/1861 | Kimball, Martha 8 mos. | | Sc. TRADERMAN, | N.S. |
| 5/19/1865 | Kelley, Thomas, 18 | Clerk | Bg. BLONDE, | " |
| 9/22/1871 | " Amunda 19 | Dressmaker | Bg. BEN NEVIS | Cape Breton. |
| 8/31/1820 | Lockar, Andrew, 25 | Farmer | Sc. ROOKSBY, | Ireland. |
| " | " Eleanor, 21 | Wife Andrew | " | " |
| 6/21/1824 | LeBrun, Victor, 45 | Merchant | Sc. COLUMBIA, | Guadaloupe. |
| 9/11/1826 | Lathrop, Susannah, 12 | Domestic | Bg. CARAVAN, | Demerara. |
| 11/3/1834 | Lynzing, Elizabeth, 24, | | Sp. LYDIA | Germany. |
| " | " Phillip, 25 | physician | " | " |
| 7/7/1835 | Little, Mary, 17, | Domestic | " | " |
| " | Lacy, Margaret, 30, | Husb. in Boston, | " | Ireland. |
| " | " Edward 15, | Child Marg. | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|-----------|--------------------------------|-----------------|------------------|----------|
| 7/7/1805, | Lacy, John, 14 | Child Marg. | Sp. LYDIA | Ireland. |
| " | " Rich. & 4 others from 9 to 1 | | " | " |
| " | Laughery, Cath. 26, | Servant | " | " |
| " | Lantry, Thomas, 20, | laborer | " | " |
| " | Laughley, Patrick, 17, | Farmer | " | " |
| " | Lawler, Bridget | 34 Servant | " | " |
| 7/14/1840 | Iovett, Ephraim, | 28 Cordwainer | Sc. RETRIEVE, | N.S. |
| 5/18/1842 | Lewis, Henry | 31 Brick Layer, | Sp. CHILE, | Wales. |
| " | " Susanna | 46 Wife Henry, | " | " |
| 7/7/1842 | Laughlin, Terry, | 40 laborer, | St. NO. AMERICA, | Ireland. |
| " | " Biddey, | 36 Wife Terry | " | " |
| " | " Kitty | 23 Child | " | " |
| " | " Nancy | 16 " " | " | " |
| " | Lambert, John, | 60 laborer | " | " |
| " | Lively, Mary | 40 | " | " |
| " | " Michael | 40 laborer, | " | " |
| " | " Dominique, | 24 Son Michael | " | " |
| " | " Mary | 20 Child | " | " |
| " | Lanin, Patrick, | 20 laborer | " | " |
| " | " Ann | 16 Servant | " | " |
| " | Laky, Marg. | 23 " | " | " |
| " | Leonard, Robert, | 21 laborer | " | " |
| " | Linnahan, John | 38 " | " | " |
| " | Leary, Ellen | 28 Servant | " | " |
| " | " Mary | 6 Child Ellen | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|-----------------------|--------------|-----------------|-------------|
| 7/7/1842 | Little, James, 38, | Clerk | Sc.COMET | N.S. |
| " | " Cath. 22, | Wife James | " | " |
| 5/30/1844 | Lynch, Catharine, 23, | Maid | Sp.ROSCOE, | Ireland. |
| " | Loyd, James 23 | Farmer | " | " |
| " | Leonard, Biddy, 20 | Maid | " | " |
| " | Lee, Mary 19 | Washerwoman | " | " |
| " | Lord, Enoch, 32 | Manufacturer | " | England. |
| " | Lynch, Jahomme 34 | Maid | " | Ireland |
| " | Lougher, James 19 | Shoemaker | " | " |
| " | Lennan, Edward 30 | Farmer | " | " |
| " | Lee, Mary 19 | Washerwoman | " | " |
| " | " Mick 20 | " | " | " |
| " | Leonard, Sally 29 | Seamstress | " | " |
| " | Lee, Jane 30 | Servant | Sc.TROUBADOUR, | Cape Breton |
| " | Lewellen, Edward, 40 | Forgeman | Bk.Brilliant | England. |
| " | " 35, | Wife Ed. | " | " |
| 8/4/1849 | Lord, George 45 | Butcher, | Sc.CLYDESDALE, | P.E.I. |
| " | " Mary, 38 | Wife Geo. | " | " |
| " | " Robert, 17 | Child | " | " |
| " | " George 11 | " | " | " |
| " | " William 4 | " | " | " |
| 5/15/1855 | Levec, John 24 | Seamen | Sc.ALERT | " |
| 10/13?/858 | Lee, Ann 5 | | Sp.KATE HUNTER, | England. |
| " | " Jane 55 | Matron | " | " |
| 9/28/1865 | Lewis, Flora, 25 | Husb.inK. | Bg.CYPRESS, | " |
| " | " F.H. 4 | Father | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|-----------|----------------------|----------|---------|----------------------------|
| 9/25/1865 | Lewis, G. E. 17 | mos Bg. | CYPRESS | England. |
| 8/22/1868 | Iandry, Paul 22 | Mariner | Bg. | ST.PETER, Cpe Preton. |
| 6/29/1869 | Iane, Jane 18 | Domestic | Sc. | IRVINE " |
| 6/16/1870 | Iightbourn, Cath. 17 | " | Sc. | LUCY HOLMES, Turks Island. |
| " | " Francis 14 | " | " | " |
| " | " James E. 12 | " | " | " |



IMMIGRANTS CONTINUED.

| DATE | Name and Age | Trade | Vessel | From. |
|------------|------------------------|---------------|---------------------|----------|
| 9/30/1820 | Maccoley, William, 35, | Laborer | Sp. ALLEN CROCKER, | Ireland. |
| " | " Fanny 28 | Wife Wm. | " | " |
| " | " Daniel 8 | Child " | " | " |
| " | " Ann 4 | " | " | " |
| " | " Susan 4 | mos | " | " |
| 8/31/1820 | McFaden, Wm. | 20 Cordwainer | Sc. ROOKSBY | " |
| " | Mackey, William 18 | Farmer | " | " |
| " | McCullingh, Geo. 40 | " | " | " |
| " | " Jane 39 | Wife Geo. | " | " |
| " | " Eleanor, 18 | Child " | " | " |
| " | " Marg. 8 | " | " | " |
| " | " Alexander 2 | " | " | " |
| " | McLaughlin, James 21 | Farmer | " | " |
| " | McConnel, Patrick 22 | " | " | " |
| 11/29/1824 | McDonald, James 22 | Servant | "Sc. PERSEVERENCE" | |
| " | " Barney 19 | " | " | " |
| " | " Ann 17 | " | " | " |
| " | Millholland, Pat. 56 | Farmer | " | " |
| " | " Sarah, 54 | Wife Pat. | " | " |
| " | " Jane 16 | Child " | " | " |
| " | " Sally 14 | " | " | " |
| " | McLean, William 30 | Servant | " | " |
| " | " Mary 19 | Wife William | " | " |
| 10/13/1832 | Mast, Johannis 50 | Laborer | Sp JOHN HALE | Switz. |
| 10/13/1832 | " Rigina 30 | Wife Jo. | <u>Died on trip</u> | |
| " | " Catherine, 16 | Child " | " | " |
| " | " Geo. F. 14 | " | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|-----------------------|-----------------------------|---------------|----------|
| 10/13/1832 | Mast, John, 3 | Child Jo. | Sp. JOHN HALE | Switz. |
| " | " Burnhart, 1 | " " | " | " |
| " | Morle, John 30 | Carpenter | " | " |
| " | " Anna M. 25 | Wife John | " | " |
| " | " Cath. 1/2 | Child " | " | " |
| " | Mosback, Mathias, 35 | Laborer | " | " |
| " | Walburg, Walburg 24 | Wife Math. | " | " |
| " | " Benj. 5 | Child | " | " |
| " | " Otaba 3 | " | " | " |
| " | " Toddy 1/2 | " | " | " |
| " | " John 79 | Laborer | " | " |
| " | " Abraham, 25 | " | " | " |
| 7/7/1835 | Murphy, James, 22 | " | Sp LYDIA | Ireland. |
| " | Martin, Bridget, 40 | Servant | Sp LYDIA | " |
| " | " Peter, 21 | Cloth dresser, | " | " |
| " | McDonough, Eliza, 20 | and child (husb. in Boston) | | |
| " | Maetin, Andrew 17 | Laborer | " | " |
| " | " Mary Ann 12 | Child | " | " |
| " | McDonough, " 12 | " | " | " |
| " | McDonnell, Alex. 28 | " | " | " |
| " | Merragan, Ellen, 25 | Servant | " | " |
| " | McDerman, Charles, 26 | farmer | " | " |
| " | McCarney, Bridget, 23 | | " | " |
| " | McCabe, Honor 22 | and two children | " | " |
| " | Mounte, John 18 | Farmer | " | " |
| " | McIntire, Barbara 66 | | " | " |
| " | " William 19 | Carpenter | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|-----------|-----------------------|--------------|------------------|----------|
| 7/7/1835 | McAlister, David, 19 | Servant | Sp. LYDIA | Ireland |
| " | McCondlass, Thos. 19 | Laborer | " | " |
| " | " " 11 | " | " | " |
| " | " " 9 | " | " | " |
| " | Moran, Mary 16 | Dressmaker | " | " |
| " | Murphy, Ellen 14 | " | " | " |
| " | Meighan, William 20 | Trav. Dealer | " | " |
| 8/3/1840 | Melville, Michael 19 | Farmer | Bg. VETO | N.S. |
| 8/28/1841 | Manning, Walton, 30 | Carpenter | Sc. XERXES, | " |
| " | " Ann 24 | Wife Walton | " | " |
| 5/17/1842 | Maddocks, Wm. 32 | Plasterer, | Sp. CHILE | Wales. |
| " | " Elizabeth, 30 | Wife Wm. | " | " |
| " | " Wm. 10 | Child | " | " |
| " | " Mary Ann 1 | " | " | " |
| 7/7/1842 | McGregor, Mr. 38 | Clergyman, | St. NO. AMERICA, | Canada. |
| " | Muir, A. 23 | Merchant | " | " |
| " | Moren, Mary 25 | Domestic | " | Ireland. |
| " | Mahoney, Joanna 26 | Servant | " | " |
| " | Murphy, Lawrence 25 | Laborer | " | " |
| " | " Mary 23 | Servant | " | " |
| " | Maloney, Mary 60 | " | " | " |
| " | Meher, John 27 | Laborer | " | " |
| " | McNamara, Lawrence 24 | " | " | " |
| " | McGraw, Mathew 25, | " | " | " |
| " | Murphy, John 30 | " | " | " |
| " | Mathan, Ellen 19 | Servant | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|---------------------------|-------------|-------------------------|----------|
| 7/7/1842 | Murcell, Catharine, 23 | Servant | St. NO. AMERICA | Ireland. |
| " | Mahoney, Robert | 22 Laborer | " | " |
| " | (F) McCarty, Florence, 28 | " | " | " |
| " | " Mary | 24 Wife Flo | " | " |
| " | " John | 3 Child | " | " |
| " | " Calihen | 2 " " | " | " |
| " | McCormick, Ellen, 20 | Servant | " | " |
| " | Mahoney, Michael, 4 | " | " | " |
| " | Manning, Jeremiah, 28 | Laborer | " | " |
| " | McCann, Michael 24 | " | " | " |
| " | McCarty, Cath. 21 | Servant | " | " |
| 11/30/1842 | Murphy, Catharine 18 | " | Sc. JAMES CLARK | " |
| " | " Mary 27 | " | " | England. |
| " | Malloy, Mary 16 | " | " | " |
| 7/14/1843 | McCarty, William 45 | Tanner | Sc. NO. AMERICA | Ireland. |
| 5/30/1844 | Millington, John 58 | Tailor | Sp. R ^O SCOE | England. |
| " | " Mrs. 56 | " | " | " |
| " | " Miss 19 | Seamstress | " | " |
| 5/30/1844 | Miller, Mrs 40 | " | " | " |
| " | " Mr 40 | Stone Mason | " | " |
| " | " Miss E. 5 | " | " | " |
| " | " Miss S. 3 | " | " | " |
| " | " Charles 19 | Painter | " | " |
| " | McBurney, Martha, 19 | Maid | " | Ireland. |
| " | McGhee, Eliza 19 | " | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|-----------|----------------------|-------------|------------|-----------|
| 5/30/1844 | McGeny, Barnard, 26, | Farmer | Sp. ROSCOE | Ireland. |
| " | " Mrs 21 | | " | " |
| " | McCormack, Mercy 20 | Seamstress | " | " |
| " | McNimmy, Biddy, 20 | Maid | " | " |
| " | McGabe, Susan 20 | " | " | " |
| " | Molany, Patrick 30 | Farmer | " | " |
| " | McCormick, Will. 18 | Carpenter | " | " |
| " | McKilroy, Rob't/22 | Farmer | " | " |
| " | McGabe, Catharine 21 | Housemaid | " | " |
| " | McGovern, Ann 22 | " | " | " |
| " | McIntire, Biddy, 26 | Washerwoman | " | " |
| " | " Susan, 19 | " | " | " |
| " | Moore, Mary 22 | Housemaid | " | " |
| " | Murphy, Con ? 19 | Farmer | " | " |
| " | McElma, Bernard, 25 | Groom | " | " |
| " | McNully, John 27 | Farmer | " | " |
| " | " Mrs 23, | Wife John | " | " |
| " | Mallanney, Marg. 20 | Housemaid | " | " |
| " | McGabe, Catharine 20 | Housemaid | " | " |
| " | Murphy, Patrick, 26 | Farmer | " | " |
| " | Meredith, Joseph, 46 | " | " | American. |
| " | Mubrane, Eliza 20 | Housemaid | " | Ireland |
| " | McKinna, James 30 | Weaver | " | " |
| " | Matthews, " 19 | Farmer | " | " |
| " | Madden, Sarah 20 | Housemaid | " | " |
| " | McEroy, Mary 30 | Cook | " | " |
| " | McCabe, Mary 20 | Housemaid | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | from |
|------------|-------------------------|---------------|-------------------|--------------|
| 5/30/1844 | McCabe, Mary, 20 | Housemaid | Sp. ROSCOE, | England. |
| " | McCormick, Thos. 17 | Tailor | " | " |
| " | Mahone, Peter 30 | Farmer | " | " |
| " | McIntire, Biddy, 26 | Washerwoman | " | " |
| " | McGarren, Peter 24 | Farmer | " | " |
| " | Moore, James 21 | Mason | " | " |
| " | Murphy, Ellen 24 | Housemaid | " | " |
| " | " Mary 21 | " | " | " |
| " | Morgan, Francis 17 | Farmer | " | " |
| 12/4/1845 | McDougal, John 23, | Laborer | Bg. BUFFALO | N.S. |
| 5/17/1848 | Morgan, Mary, 11 | Domestic | Bk. BRILLIANT, | England. |
| 11/22/1848 | Morehouse, John 28, | Mariner | Sc. TEAZER | N.S. |
| " | " Elizabeth 21 | Wife | " | " |
| 12/2/1848 | McGrath, Thomas, 24 | Laborer, | Sc. QUEEN, | " |
| 4/16/1849 | McCoy, Alexander 36 | Farmer | Sc. RENOWN | " |
| 4/24/1849 | McMaster, John 34 | Sp. Carpenter | Sc. QUEEN | Cape Breton. |
| 4/27/1849 | McBride, Ann 17 | Domestic | Bg. JOHN WISHART, | N.S. |
| 4/30/1849 | Morehouse, James 32 | Sp. Carpenter | Sc. TEAZER | " |
| " | " Wm. 40 | Farmer | " | " |
| 3/28/1849 | McNeal, Paul 36, | Fisherman | Sc. GENTLEMAN | " |
| " | " Marg. 30 | Wife Paul, | " | " |
| " | " Sally 7 | Child | " | " |
| " | " Mary 5 | " | " | " |
| " | " Betsey, 3 | " | " | " |
| " | " Peter 1 $\frac{1}{4}$ | " | " | " |
| " | Morrison, Jas. 17, | Carpenter, | Sc. TEAZER | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|-----------|----------------------|-------------|-----------------|----------|
| 3/28/1849 | Matson, Melcolm, 24 | Farmer | Sc. GENTLEMAN, | NS. |
| " | " John 20 | Carpenter | " | " |
| 6/1/1849 | Marshall, James 17 | " | Sc. TEAZER | " |
| " | " Robert, 43 | Wheelwright | " | " |
| 6/12/1849 | McGraw, Mary Ann, 40 | " | " | " |
| " | " Eliza Jane, 21 | Child | Mary Ann | " |
| " | " John 12 | " | " | " |
| " | " Mary Ann 10 | " | " | " |
| " | " Morris 8 | " | " | " |
| " | " Emeline 5 | " | " | " |
| " | " Ellen 3 | " | " | " |
| 6/24/1849 | Mullowney, Pat 48 | Weaver | Sc. MAYFLOWER, | Ireland. |
| " | " Ellen, 36 | Wife | Pat. | " |
| " | " Pat 14 | Child | " | " |
| " | " Bridget 12 | " | " | " |
| " | " Judith 10 | " | " | " |
| " | " John 7 | " | " | " |
| " | " Daniel 5 | " | " | " |
| " | " Mary 3 | " | " | " |
| " | " James 8 mos | " | " | " |
| 6/14/1849 | McFee, James 20 | Domestic | Bg. CHESEPEAKE, | N.S. |
| 8/4/1849 | McDaniel, John 24 | Clerk | Sc. CLYDESDALE, | P.E.I. |
| " | McSellan, Urichel 22 | Farmer | " | " |
| " | McCormick, Peter, 35 | Tailor | " | " |
| 9/11/1849 | McKenzie, John 35 | Laborer | Sc. CROLINE | N.S. |
| " | Mahon, John 22 | Miller | Bg. CHESEPEAKE, | Scotland |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|-----------|---------------------------|----------------|----------------------|----------|
| 9/19/1849 | Murphy, Edward, 35 | Laborer | Bg. CHESEPEAKE, | Ireland. |
| " | Mantall, Lucy 19 | Domestic | " | " |
| 4/22/1850 | Morse, Roseblack 38, Sp. | Carpenter | Bg. WM. HENRY, | " |
| 5/2/1850 | Mortimer, John, 47, | Stone Cutter, | Sc. PIONEER, | England. |
| 5/6/1850 | McKinnin, Daniel 22 | Farmer | Bg. Marg. ELIZABETH, | N.S. |
| " | " Collon 20 | " | " | " |
| " | " Hohn 25 | " | " | " |
| " | McKanna, Feliz, 52 | " | " | " |
| " | " John 16 | " | " | " |
| " | McKenzie, Isaac, 22 | " | " | " |
| 6/3/1850 | McCloud, William 23 | " | Sc. TRIAL | P.E.I. |
| " | " Alexander, 20 | " | " | " |
| 6/14/1851 | McCulloch, Hugh 24 | " | Sc. MAID OF ERIN, | N.S. |
| 5/12/1851 | Morehouse, Charlotte, 24 | | Sc. AUGUSTUS | " |
| 8/15/1851 | McLeod, Roderick 29 | Farmer | Bg. UNICORN | " |
| " | Isabella Isabella 25 | Wife Rod. | " | " |
| " | " John 4 | Child | " | " |
| " | " Mary 3 | " | " | " |
| " | " Catharine, 11 mos. | " | " | " |
| 9/11/1851 | " John 24 | Shoemaker | Sc. CLYDESDALE, | P.E.I. |
| " | Matherson, Archibald, 18, | Laborer | " | " |
| " | " Alexander 21 | " | " | " |
| " | McCormick, James, 26 | Sp. Carpenter, | " | " |
| " | " Donald, 26 | " | " | " |
| " | McLelan, Isabella, 25 | | " | " |
| " | " Margaret, 23 | | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|------------------------|--------------------|-----------------|----------|
| 9/17/1851 | McDonald, Thomas, 22, | Tobacconist | Sc. DELAWARE | Ireland. |
| " | Alexander, 6 | | Sc. GEN. BERRY, | Wales. |
| " | John 3 | | " | " |
| 10/22/1851 | McGilvery, John, 40 | Sp. Carpenter, Sc. | EDEN, | P. E. I. |
| 6/8/1852, | McCoy, Mary 18 | Domestic, Sc. | AIGONA, | N. S. |
| " | " Marie 20 | " | " | " |
| 6/21/1852 | Monroe, Donald 21 | Laborer | Sc. MARY JANE | P. E. I. |
| " | McDonald, Katherine 21 | Dressmaker | " | " |
| " | Matheson, Perisey 26 | " | " | " |
| 6/26/1852 | McCloud, John 20 | Blacksmith | Sc. LADY | " |
| " | Matheson, John 32 | Spyard Sawyer | " | " |
| " | McPerson, William, 28 | Laborer | " | " |
| 7/3/1852 | McMullin, Eliz. 22 | Domestic | Sc. LIVERPOOL | N. S. |
| 7/8/1852 | McDonald, Mary 18 | " | " | " |
| 7/14/1852 | McKinney, John 21 | Laborer | Sc. LUCINDA, | P. E. I. |
| 11/13/1852 | Mason, Nicholas, 52 | Shoemaker | Bg. TEAZER, | N. S. |
| " | " " 24 | Farmer | " | " |
| " | " John 22 | " | " | " |
| " | " Sophia 60 | Wife Nich. | " | " |
| " | " Ann 20 | Child | " | " |
| 12/23/1852 | McDonald, S. 25 | Trader | Bg. THOMAS | P. E. I. |
| " | Matheson, J. 32 | Sp. Carpenter | " | " |
| 6/18/1853 | Martin, Flora 18 | Domestic | Bg. HOPE | P. E. I. |
| " | " Sally 16 | " | " | " |
| 6/25/1853 | McPhee, Donald 21 | Merchant | Sc. D. B. | " |
| " | McCaighery, Jas. 30 | Miller | " | " |
| " | " Isabella 28 | Wife Jas. | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|-----------|------------------------------|-------------------------|-----------------------------|--------------|
| 6/25/1853 | McCaughery, Edward, 8, Child | Jas. Sc. D.B. | P.E.I. | |
| " | " James, 6 | " " | " | " |
| " | " Patrick 4 | " " | " | " |
| " | " Catharine, 18 mos | " " | " | " |
| 7/8/1853 | McIntosh, Kenneth, 24 | Carpenter, Bg. CHARLES, | " | " |
| " | Melver, Norman, 17 | Farmer | " | " |
| " | McKay, Roderide, 25 | " | " | " |
| 7/3/1855 | McIntish, Donald, 27 | " | Sc. MARGARET, | " |
| " | " James 27 | " | " | " |
| " | McDonald, Peter, 20 | " | " | " |
| " | McKinnon, Hugh 20 | " | " | " |
| 10/3/1854 | McClearn, John, 20 | " | Sc. DANCING FEATHER, P.E.I. | |
| " | " Alex. 30 | Carpenter | " | " |
| " | " Jane, 25 | Wife Alex. | " | " |
| " | " Emma " 5 | Child | " | " |
| " | " James 2 | " " | " | " |
| " | McGaw, Eliza 18 | Domestic | " | " |
| 5/26/1856 | McDaniel, John 60 | Farmer | Sc. ALERT | " |
| " | McEachern, Donald, 42 | Sp. Carpenter | " | " |
| " | McDonald, Alex 28 | Sp. Carpenter | " | " |
| " | " Angus 25 | Teacher | " | " |
| " | Munroe, Donald 25 | Sp. Carpenter | " | Scotland. |
| " | McDonald, James 25 | Farmer | " | Cape Breton. |
| " | McNiel, Christopher, 26 | " | " | P.E.I. |
| " | McGinnis, John 28 | " | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|------------------------|----------------|------------------------|-----------|
| 5/26/1856 | McGinnis, Angus, 22, | Seaman | Sc. ALERT, | P.E.I. |
| " | McLean, Joseph 22 | Farmer | " | " |
| " | Manning, Thomas 22 | " | " | " |
| " | " Ann 25, | Wife Thos. | " | " |
| " | McDonald, Mary 26 | | " | U.S. |
| " | McSwain, Jane 18 | Domestic | Sc. THOMAS, | P.E.I. |
| " | Munro, Mary 20 | " | " | " |
| 5/29/1856 | McLean, Flora 18 | " | " | U.S. |
| " | McLennan, Duncan 32 | Carpenter | " | P.E.I. |
| " | McSwain, Dongla 32 | " | " | " |
| " | Martin, Alex. 32 | " | " | " |
| 10/13/1858 | McGovern, Philip 25 | Laborer | Sp. KATE HUNTER, | Ireland. |
| 5/27/1859 | Mattall, Cath. 17 | Servant, | Bk. UNICORN | N.S. |
| 11/20/1863 | McDonald, Hannah 24 | Domestic | Bk. DUNKELD, | " |
| 6/8/1865 | McKay, Mary Ann 16 | Servant | Sc. HARRIES LIEVESLEY, | " |
| 9/28/1865 | McGinnis, Ann. 28 | Domestic | Bg. CYPRESS | " |
| 10/10/1868 | Medore, Charles 42 | Sp. Carpenter, | Bg. L.W. EATON, | Cape Bret |
| 6/29/1869 | McKenzie, Rodrick 19 | Farmer | Sc. IRVINE | " |
| 8/23/1869 | McKeen, Richard, 32 | Sadler | Sc. CZAR | " |
| " | " Missouri 31 | Wife Rich. | " | " |
| " | " Lora 18 | Child | " | " |
| " | " Lorinis 13 | " 2 | " | " |
| " | " Clara 6 | " " | " | " |
| " | McDaniel, Laughlin, 30 | Carpenter | " | " |
| " | Matterson, Hugh 30 | " | " | " |
| 9/21/1869 | McAndrews, James 52 | Sp " | Sc. MOSES BLACK, | N.B. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From. |
|------------|------------------------|-------------------|-------------------|--------------|
| 10/3/1870 | Maughan, Henry, 60, | Musician | Sc. ADALI | N.S. |
| " | McLaughlin, Mary 22 | Domestic | " | " |
| 6/12/1871 | McInnis, Christy 16 | Nurse | Sc. LOUIS WALSH, | P.E.I. |
| " | " Marg. 18 | " | " | " |
| " | Murphy, Mary 16 | Maid | " | " |
| " | McKinnon, John F, 19 | Joiner | " | " |
| 9/9/1871 | Meloney, Clarencel 17 | Student, | Bg. McFARLANE, | Cape Breton. |
| " | " George 15 | " | " | " |
| 9/22/1871 | Moore, Emma 17 | Dressmaker | Bg. BEN NEVIS | " |
| 10/11/1871 | McDonald, Mary Ann 27, | Maid | Bg. ALFARETTA | " |
| 2/19/1825 | Nelson, James, 50 | Laborer, | Sc. HYDER ALI, | Ireland. |
| " | " Eleanor, 18 | Servant | " | " |
| " | " Elizabeth 15 | " | " | " |
| " | " Sally 13 | " | " | " |
| 8/22/1825 | Nebb, Margaret, 20 | | Sc. IZETTE, | England. |
| 7/7/1835 | Neal, William 30 | Blacksmith | Sp. LYDIA, | Ireland. |
| " | Newman, Ellen, 40 | and boy 6, | " | " |
| 9/7/1836 | Nelson, Ellen, 22 | maid to M. Smith, | Sp. SUS. CUMMING, | " |
| 7/7/1842, | Nunan, Catharine 27 | Servant, | St. NO. AMERICA, | " |
| " | " John 4 | Child Cath. | " | " |
| " | " William 6 | " | " | " |
| 5/26/1843 | Norton, John 31 | Blacksmith | Bg. ASTREA | England. |
| " | Nolan, Mary 22 | Maid | Sp. ROSCOE | Ireland. |
| 4/30/1849 | Newman, Ann. 25 | | Bk. SAONE | Wales. |
| 9/4/1850 | Nankinson, 26 | Sp. Carpenter, | Sc. MAJOR, | N.S. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|-------------|-----------------------------|-----------------|-------------------|-------------|
| 10/2/1851 | Nolan, Bridget, 31 | Dressmaker | Sp. GEN. BERRY, | Ireland. |
| " | " May 10 | " | " | " |
| " | " Bridget 8 | " | " | " |
| " | " Jane 5 | " | " | " |
| " | " Annie 3 | " | " | " |
| 6/8/1852 | Nickerson, MaryAnn 19 | Domestic Sc. | AIGONA | N.S. |
| 6/18/1853 | " D.P. 29 | Sp. Carpenter, | Sc. HOPE | P.E.I. |
| 6/11/1856 | Nichols, Martha 23 | Dressmaker, | Bg. WM. HENRY, | N.S. |
| 7/7/1835 | O'Brien, Mary 32 | Servant | Sp. LYDIA | Ireland. |
| " | O'Neal, Mary 28 | " | " | " |
| " | " Bridget 20 | " | " | " |
| 7/7/1842 | O'Connell, Matthew, 35, | Pattern Drawer, | St. NO. AMERICA, | N.S. |
| 5/30/1844 | O'Neil, Dan. 20 | Farmer | Sp. ROSCOE, | Ireland. |
| " | O'Brien, Edward 18 | " | " | " |
| " | O'Rourke, Maria 31, | Housemaid | " | " |
| 4/18/1848 | O'Brien, John 55, | Farmer | Sc. TRIUMPH | N.S. |
| " | " Marg. 50 | Wife John | " | " |
| 4/30/1849 | Owens, James, 35 | Laborer | Bk. SAONE | Wales. |
| '9/22/1871 | O'Brien, Ellen, 32 | Shopkeeper, | Bg. BEN NEVIS, | Cape Breton |
| 4/21/1822 | Peters, William 30 | Laborer | Sp. JOHN HALE, | England. |
| 11/29/1824, | Patten, Edward 19 | " | Sc. PERSEVERENCE, | Ireland. |
| 7/7/1835 | Powers, " 28 and 2 children | " | Sp. LYDIA | Ireland. |
| " | Parsonage, Alice 17 | Servant | " | England. |
| 8/3/1840 | Parsons, Betsy 20 | " | Bg. VETO | Ireland. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|---------------------------|-------------|-------------------|-----------|
| 5/18/1842 | Powell, Thomas, 27 | Collier | Sp. CHILE | Wales. |
| " | " Mary 23 | Wife Thos. | " | " |
| " | " John 4 | Child " | " | " |
| " | " Mary Ann 1 | " " | " | " |
| " | " William 27 | Collier | " | " |
| 7/7/1842 | Pickam, Mr. 36 | Clergyman | St. NO. AMERICA, | Can. |
| " | Portell, Patrick 26 | Laborer | " | "Ireland. |
| " | " Bridget 18 | | " | " |
| " | Powell, Cath. 24 | Servant | " | " |
| " | " Mary 4 | Child Cath. | " | " |
| " | " Cath. 2 | " " | " | " |
| " | Purcell, Biddy 18 | Servant | " | " |
| 5/30/1844 | Parker, Francis 43 | Farmer | Sp. ROSCOE | England. |
| " | Partland, James 36 | Bricklayer | " | " |
| " | " Mary 34 | Wife Jas. | " | " |
| " | Pinkerton, Armstrong, 20, | "armer" | " | " |
| " | Prior, Allen, 18 | Seamstress | " | " |
| " | Plunket, Jolly, 20 | " | " | " |
| " | " James 20 | Farmer | " | " |
| " | Prior, Patrick, 20 | " | " | " |
| " | Pirmey, John 20 | Clerk | " | " |
| 9/13/1848 | Patterson, David 37 | Carpenter | Sc. RISING SUN | N.S. |
| 4/22/1850 | Peter, Grant 26 | Shoemaker | Sc. CYGNET | " |
| 4/14/1851 | Peppeard, John 23 | Farmer | Sc. MAID OF ERIN, | N.S. |
| " | " James 21 | " | " | " |
| 4/30/1851 | Peoples, Samuel 57 | Laborer | Sc. ELSINORE | " |
| 11/13/1852 | pesono | | | |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|-----------------------|------------|------------------|----------|
| 11/18/1852 | Pesono, Vincent, 7 | | Sc. TEAZER | N.S.I. |
| 6/18/1853 | Pleadwell, Edward, 51 | Carpenter | "Sc. HOPE | P.E.I. |
| " | " Sarah, 53 | Wife Ed. | " | " |
| " | " Marg., 18 | Child | " | " |
| " | " Eliz., 16 | " | " | " |
| " | " Jane, 13 | " | " | " |
| " | " Joyce, 11 | " | " | " |
| " | " Isabella, 5 | " | " | " |
| " | " Thomas, 25 | Farmer | " | " |
| " | " Sarah, 28 | Wife Thos. | " | " |
| 10/13/1858 | Palmer, Frances, 33 | Matron | Sp. KATE HUNTER, | England. |
| " | " Mary, 11 | Child Fr. | " | " |
| 5/27/1860 | Pearson, Reuben, 35 | Carpenter | Sc. COLERAINE, | N.S. |
| 9/18/1871 | | | | |
| 9/11/1827 | Qualey, Mary, 28 | Sp. MILLER | Sp. TRITON, | Ireland. |
| " | " John, 9 | | " | " |
| " | " Catherine, 7 | | " | " |
| " | " Anna, 5 | | " | " |
| 7/7/1842 | Quilter, Daniel, 24 | Laborer | St. NO. AMERICA, | " |
| " | Quirk, Honorah | Servant | " | " |
| " | " John, 24 | Laborer | " | " |
| " | " Mary, 18 | Servant | " | " |
| " | Quinn, Ann, 22 | " | " | " |
| 4/30/1851 | Quinlan, Jeremiah, 21 | Carpenter | Sc. ELISINORE | N.S. |
| " | " " 30 | " | " | " |
| 9/22/1871 | Quinn, Joanna, 22 | | Bg. BEN NEVIS | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|----------------------------------|------------|------------------|--------------|
| 9/22/1871 | Quinn, Harriet, 18 | Dressmaker | Bg. BEN NEVIS | Cape Breton. |
| " | " John 3 | Child Jo. | " | " |
| " | " Willie 2 | " " | " | " |
| " | " Sarah 7 | mos | " | " |
| 4/21/1822 | Richie, Robert, 27 | Laborer | Sp. JOHN | England. |
| " | Rey, Alexander 25 | " | " | " |
| 9/21/1822 | Rice, William, 42 | Merchant | Bg. COCHECO | St. Vincents |
| 7/9/1827 | Rogers, John 60 | Mechanic | Sp. HITT | England. |
| 4/26/1830 | Raunsley, William 50 | Mfr. | Sp. TRISTAN | England. |
| " | " Mersey 50 | Wife Wm. | " | " |
| " | " Joshua 24 | Child | " | " |
| " | " May 21 | " " | " | " |
| " | " Nancy 28 | " " | " | " |
| " | " Eliz. 15 | " " | " | " |
| " | " Alice 11 | " " | " | " |
| " | " Sarah 9 | " " | " | " |
| " | " Wm. Jr. 7 | " " | " | " |
| 10/31/1832 | Roth, John G. 26 | Teacher, | Sp. JOHN HALE, | Switz. |
| " | " Jacobina 24 | | " | " |
| " | Rittman, Mathias 29 | Laborer | " | " |
| " | " Anna 29 | Wife Mat. | " | " |
| " | " " 4 | Child | " | " |
| " | " John E. 1 | " " | " | " |
| 7/7/1835 | Riley, Ann, & childred, 4 and 2, | | Sp. LYDIA, | Ireland. |
| 4/4/1836 | Robinson, Wm. 27 | Mariner | Sp. TWO FRIENDS, | Exeuma |
| 7/7/1842 | Ramsay, William 36 | Merchant | Sp. NO. AMERICA, | Canada |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|-----------|----------------------|------------|----------------|----------|
| 7/7/1842 | Rugan, Catharine, 21 | Servant | St.NO.AMERICA, | Ireland. |
| " | Ryan, Daniel 22 | Laborer | " | " |
| " | " James 24 | " | " | " |
| 5/30/1844 | " Mrs 25 | Seamstress | "Sp ROSCOE | " |
| " | Rooney, Margaret, 16 | Housemaid | " | " |
| " | Riley, James 25 | Farmer | " | " |
| " | " Rose 25 | Housemaid | " | " |
| " | " Mary 25 | Housemaid | " | " |
| " | " Jane 8 | " | " | " |
| " | " Bernard 19 | Farmer | " | " |
| " | " Patrick 5 | " | " | " |
| W | " Ellen 23 | Housemaid | " | " |
| " | " Thomas | " | " | " |
| " | Riddle, Robert, 31, | Chandler | " | " |
| " | " Susan, 25, | Wife Robt. | " | " |
| " | " Margaret 10 | Child | " | " |
| " | Riely, Charles 22 | Shoemaker | " | " |
| " | Ringland, Robert, 21 | Farmer | " | " |
| " | " Will 29? | " | " | " |
| " | Riely, John 14 | Farmer | " | " |
| 6/30/1845 | Roach, James 23 | " | " | " |
| 7/21/1845 | Rogers, Mary 24 | Servant | Sc.RISING SUN, | Ireland. |
| " | " " 2 | " | " | " |
| 12/4/1845 | Randle, John 67 | Laborer | Fg.BUFFALEO, | N.S. |
| 5/11/1847 | Reese, John 32 | Joiner | Sc. SPY | " |
| 6/28/1847 | Raymond, Daniel 43 | Forgeman | Sp.Carpenter, | " |
| 5/17/1848 | Rees, John 43 | Forgeman | Bk.BRILLIANT, | England |

I MIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|-------------|----------------------|---------------|----------------|----------|
| 5/17/1848 | Rees, Ann. 37 | Wife John | Bk.BRILLINWT | England |
| " | " Elizabeth 11 Child | " | " | " |
| " | " Mary 9 | " | " | " |
| " | Ratliff, Edmond 18 | Forgeman | " | " |
| 4/27/1849 | Rolfe, Mary, 20 | Spinster | Sc.COLUMBINE, | N.S. |
| " | " Elmira 20 | " | " | " |
| 4/30/1849 | " William 23 | Farmer | " | " |
| " | " Charlott 19 | " | " | " |
| 8/4/1849 | Robbins, John 26 | " | Sc.CLYDESDALE, | P.EI. |
| " | " Isabella 25 | Wife John | " | " |
| " | " Thomas A 3 | Child | " | " |
| " | " Mary Jane 5 | mos | " | " |
| 4/22/1850 | Reed, Hoshua 28, | Shoemaker | Sc.MARY ANN, | N.S. |
| " | " Elisha 21 | Farmer | " | " |
| 4/30/1850 | Rolf, William T 23 | " | Sc.RENOWN, | " |
| " | " Nelson 22 | " | " | " |
| 11/21/1850, | Raymond, Daniel 43 | Sp.Carpenter, | Sc. MAJOR, | " |
| 4/24/1851 | Rockwell, Smith 21 | Blacksmith, | Sc.CALEDONIE, | " |
| 9/15/1851 | Reed, Joshua 35 | Shoemaker | Bg.WM.HENRY, | " |
| " | " Thomas 46 | Farmer | Sc.DELAWARE, | Ireland. |
| " | " Bridget, 46 | Domestic" | " | " |
| 10/2/1851, | Rielley, Marg. 50 | " | Sp.Gen.BERRY, | " |
| " | " Margo 11 | " | " | " |
| " | " Anne 10 | " | " | " |
| 6/8/1852 | Ritchie, Amos 16 | Farmer | Sc.AIGONA | N.S. |
| 7/6/1852 | Reed. Joshua 33 | Shoemaker | Bg.WM.HENRY | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|-----------------------|------------|-----------------|--------------|
| 7/6/1852, | Reed, Elizabeth, 25 | | Bg. WM. HENRY, | N.S. |
| 7/8/1852 | Roach, Jane 19 | Domestic | Sc. LIVERPOOL | " |
| 10/13/1858 | Rodgers, John 45 | Butcher | KATE HUNTER, | England. |
| 10/8/1860 | Richards, Ann 26 | Domestic | Bg. FLEETWING, | N.S. |
| 9/29/1870 | Rolf, Esther 22 | " | Bg. B'N NEVIS, | Cape Breton. |
| 4/21/1822 | Smilie, Jordon 22, | Laborer | Sp. JOHN | England. |
| 7/6/1824 | Sampson, Rebecca 28 | Milliner | Sp. IZETTE | " |
| 11/29/1824 | Smith, James 21 | Husbandman | Sc. HYDER ALI | Ireland. |
| 6/9/1825 | Strange, H. 25 | Merchant | Sc. STRAFFORD | Demerara. |
| 6/11/1825 | Smith, Elizabeth 21 | | Bg. DIOMEDE, | England. |
| " | " Jane 16 | | " | " |
| 9/14/1825 | Spyers, Maurice, 35 | Merchant | Sp. HAMILTON, | Holland. |
| " | " Catharine 25 | Wife Man. | " | " |
| " | " Rebecca, 3 | Child | " | " |
| " | " Phebe 2 | " " | " | " |
| " | " Henry 9 mos | " | " | " |
| 9/22/1828 | Shaw, Nicholas, 23 | Farmer | Sp. HANT NIA | Ireland. |
| 9/23/1829 | Stapleton, Judy 18 | Milliner | Sc. FAVOURITE, | N.S. |
| 12/1/1829 | Silveire, J. Neves 38 | Merchant | Sc. ENTERPRISE, | Portugal. |
| " | " Joseph 8 | | " | " |
| " | " Joachim 7 | | " | " |
| 4/26/1830 | Shepherd, Fanny 27, | Mfr. | Bg. IRIS | England. |
| 8/22/1831 | Shaw, Sarah 40 | Weaver | Sp. AMERICA | " |
| " | " Hannah 18 | " | " | " |
| " | " Martha 14 | " | " | " |

215
IMMIGRANTS CONTINUED..

| Date | Name and Age | Trade | Vessel | From |
|------------|-----------------------|---------------|----------------------|----------|
| 10/13/1832 | Schler, Jacob F, 25 | Laborer | Sp. JOHN HALE | Switz. |
| 7/7/1835 | Smith, John 22 | Farmer | Sp. LYDIA | Ireland. |
| " | " Patrick 26 | Painter | " | " |
| " | Seavey, Lawrence 40 | Cloth Dresser | " | " |
| " | Stewart, Mary 40 | " | " | " |
| 4/7/1836 | Smith, Margaret, 64 | lady | Sp. SUSANNA CUMMING, | Ireland |
| 6/6/1840 | Spicer, Nathaniel, 31 | Farmer | Bark ELIZA, | England. |
| " | " William 28 | " | " | " |
| " | " Francis 30 | Wife Wm. | " | " |
| " | " Joseph 4 | Child | " | " |
| " | " Harriet | Infant | " | " |
| 4/12/1841 | St. Lager, Patrick 25 | Coachman | Sc. ALBION | N.S. |
| 5/18/1842 | Sinclair, Daniel 32 | Laborer | Sp. CHILE | Wales. |
| " | Stiles, Thomas, 30 | Slate layer | " | " |
| 7/7/1842 | Slaney, John 28 | Laborer | St. NO. AMERICA, | Ireland. |
| " | Sullivan, Tim. 20 | " | " | " |
| " | " Daniel 23 | " | " | " |
| " | Stuck, Means 24 | " | " | " |
| " | Shehan, Catharine 22 | Servant | " | " |
| " | Sullivan, John 25 | Laborer | " | " |
| " | Sallahan, Darby 24 | " | " | " |
| " | " Daniel 24 | " | " | " |
| " | Shea, Roger 16 | " | " | " |
| " | Smitheuck, Eliz. 19 | Servant | " | " |
| " | Sheridan, Mary 36 | " | " | " |
| W | " Jame 12 | Child of Mary | | |
| " | " Sarah 6 | " | " | " |

IMMIGRANT CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|-----------------------|--------------|------------------|----------|
| 7/7/1842 | Sullivan, Bridget, 24 | Servant | St. NO. AMERICA, | Ireland. |
| " | " Tim. 24 | Laborer | " | " |
| " | " Florence 24 | Laborer | " | " |
| 11/30/1842 | Stewart, Margaret 21 | " | Sc. JAMES CLARK, | England |
| 5/30/1842 | Smith, Mr. 22 | Farmer | Sp. ROSEOE, | " |
| " | " Mrs 27 | " | " | " |
| " | " Thos. 1 | " | " | " |
| " | Scott, Patrick 35, | Farmer | " | " |
| " | " Mary 34 | Wife Pat | " | " |
| " | " Patrick 7 | Child " | " | " |
| " | " Mary 5 | " " | " | " |
| " | Short?, Mary 20 | Saddler | " | " |
| " | Sleaman, ? Rose 19 | Housemaid | " | " |
| " | Shean, Mary 29 | " | " | " |
| " | Savage, Hugh 23 | Schoolmaster | " | " |
| " | Shearop, Mary 20 | Housemaid | " | " |
| " | Smith, Michael 18 | Farmer | " | " |
| " | Stanton, Martin 21 | " | " | " |
| " | Scully, Mary 22 | Cook | " | " |
| " | Seavey, Ann 20 | Washerwoman | " | " |
| " | Steward, Margaret 18 | Housemaid | " | " |
| 4/3/1848 | Saunders, Timothy, 22 | Farmer | Sc. WAVE | N.S. |
| 4/13/1848 | Stevens, William 15 | " | Sc. TRIUMPH | " |
| 4/30/1849 | Slewgnen?, Thomas 32 | Butcher | Bk. SAONE | Wales |
| " | " " 29 | Wife Thos. | " | " |
| " | " " 7 | Child " | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|----------------------|--------------------|-----------------|--------|
| 4/30/1849 | Slewmen?, Mary 7 | Child Wm. | Bark SAONE | Wales. |
| " | " Chas. 3 | " | " | " |
| 5/24/1849 | Saunders, Lemuel 35 | Sp. Carpenter, Bg. | WM. HENRY | N.S. |
| " | Small, Sally 26 | Spinster | Sc. MARY ANN | " |
| 4/22/1850 | Sabines, John 24 | Farmer | Sc. MARY | " |
| " | Starrett, George 21 | " | Sc. ALONZO | " |
| 4/23/1850 | Sterling, William 32 | " | Bg. MARG. ELIZ. | " |
| " | " Robert 36 | " | " | " |
| 7/30/1850 | Shea, Susanna 32 | Domestic | Sc. CAROLINE | " |
| " | " Mary 9 | Child Susanna. | | |
| " | " Ellen 7 | " " | | |
| " | " Eliza 5 | " " | | |
| " | " George 11 | " " | | |
| " | Snow, Elizabeth 26 | Wife | " | " |
| " | " Mary 5 | Child Eliz. | " | " |
| " | " Louisa 3 | " " | " | " |
| 10/6/1851 | Johnston, John 34 | Sp. Carpenter | Sc. ENDEAVOUR, | N.S. |
| 11/24/1851 | Staritt, Charles 30 | Farmer | Sc. MYRTLE | " |
| 6/18/1853 | Sabine, John 20 | " | Sc. HOPE | P.E.I. |
| " | " Mary 14 | Sister John | " | " |
| " | " Hannah 10 | " " | " | " |
| 10/3/1854 | Spittle, John 25 | House Joiner | Sc. AUGUSTUS | N.S. |
| " | " Rachel 24 | Dressmaker | " | " |
| 5/26/1856 | Shirein, Alex. 24 | Seaman | Sc. ALERT | P.E.I. |
| 6/5/1858 | Skinner, Hector 21 | Storekeeper | Sc. SCOTIA | N.S. |
| 6/29/1858 | Sheehan, Edward 22 | Mason | Sc. ANN | " |

| Date | Name and Age | Trade | Vessel | From. |
|------------|------------------------|---------------|-------------------|------------|
| 6/29/1858 | Sheehan, Eliza 12 | Sister Ed. | Sc. ANN | N.S. |
| 10/14/1858 | Smith, Alex M. 46 | Carpenter | Sp. KATE HUNTER, | L'pool. |
| " | " " 15 | Laborer | " | " |
| " | " Mary 7 | Child | " | " |
| " | " Rachel 10 | " | " | " |
| " | " Mary 11 | " | " | " |
| 6/11/1860 | Scott, Walter, 27, | Carpenter | Sc. STAG | N.S. |
| 10/8/1860 | Stewart, Susan 40 | Dressmkz | Bg. FLEETWING | " |
| 10/9/1861 | Steele, Lydia 16 | Domestic | Sc. INO | " |
| " | " Rebecca 19 | " | " | " |
| 12/18/1863 | Starrett, Amanda, 19 | " | " | " |
| 11/10/1868 | Smith, George 37 | Mechanic | Sc. REWARD | " |
| 7/5/1870 | Starrett, Sisan 30 | Domestic | Sc. MOSES BLACK, | N.S. |
| 9/14/1825 | Tilghman, Rebecca, 26, | Nurse | Sp. HAMILTON, | Nat. Penn. |
| 8/22/1825 | Thompson, Betsey, 25 | | Sp. IZETTE | England. |
| " | " Peter 3 | | " | " |
| 7/9/1827 | Taylor, William 3 | | Sp. HITTY | " |
| 7/7/1835 | Timmons, Margaret 16 | | Sp. LYDIA | Ireland. |
| 4/4/1836 | Tlahaum?, Mary 20 | Servant | Sp. SARAH PARKER, | " |
| 5/30/1844 | Trainer, Biddy 19 | Housemaid, | Sp. ROSCOE, | " |
| " | " Ann 24 | " | " | " |
| " | " Patrick 35 | Farmer | " | " |
| " | Tirney, Mary 25, | Housemaid | " | " |
| " | Trainer, Rose 20 | " | " | " |
| 6/28/1848 | Titus, Marris 24 | Sp. Carpenter | Bg. FRANCES JANE, | N.S. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|--|---------------|------------------|----------|
| 5/17/1848 | Thomas, Evan, 30 | Forgeman | Bk.BRILLIANT, | England. |
| " | " Eliz. 25 | Wife Thos. | " | " |
| " | " Evan 2 | Child " | " | " |
| 4/22/1850 | Tebow, Joseph 40 | Sp.Carpenter, | Bg.WM.HENRY | N.S. |
| " | Thario, Vittila 38 | " | " | " |
| " | Thomas, Edward 20 | " | Sc.MARY ANN, | N.S. |
| 10/13/1858 | " Richard 20 | " | Sp.KATE HUNTER, | England. |
| 9/29/1858 | Tarlton, Belle, 17 | Domestic | Sc.R.H.DEXTER | N.S. |
| 4/30/1849 | Urch, Ephraim, 36 | Basket Maker, | Bk SAONE, | Wales. |
| " | " " Jr. 19 or 10, | " | " | " |
| 4/24/1851 | Urquhart, William 22, | Joiner | Sc.CALEDONIA | N.S. |
| 7/7/1835 | Vale, Catharine, 26 and 2 small children | | Sp.LYDIA, | Erin. |
| " | " John 28 | Cooper | " | " |
| 11/18/1843 | Venning, Ephraim 21 | Printer | Sc.ELEANOR JANE, | N.S. |
| 8/31/1820 | Walker, Nathaniel 18 | Farmer | Sc.ROOKSBY, | Ireland. |
| 7/9/1827 | Whittaker, John 34 | Mechanic | Sp.HITTY | England. |
| " | " Betsey 30 | Wife John | " | " |
| " | " Mary Ann 9 | Child | " | " |
| " | " John 6 | " | " | " |
| " | " Grace 4 | " | " | " |
| " | " Eliz. 1 | " | " | " |
| 9/22/1828 | White, John 37 | Farmer | Sp.HANTONIA, | Ireland. |
| " | " Betty 34 | " | " | " |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|-----------|----------------------|-------------------|----------------|-----------|
| 9/22/1828 | White, Anastasia, 30 | Farmer | Sp. HANTONIA | Ireland. |
| " | " Mary 24 | | " | " |
| 9/23/1829 | Welch, James 30 | Carpenter | Sc. FAVOURITE, | N.S. |
| " | " Christie 26 | Wife Has. | " | " |
| " | " Sarah 8 | Child | " | " |
| " | " Jas. Jr. 6 | " | " | " |
| " | " Robert 4 | " | " | " |
| " | " Samuel 2 | " | " | " |
| 7/7/1835 | White, Samuel 24 | Clerk | Sp. LYDIA | Ireland. |
| " | " Marg. 66 | and child 1yr | | # |
| " | Welsh, Bridget 40 | | " | " |
| " | " Ann 14 | Child Bridget | " | " |
| " | " George 8 | " and one aged 5. | | |
| 6/6/1840 | Waters, William 46 | Carpenter, Bark | ELIZA, | England. |
| " | " Maria 43 | Wife Wm. | " | " |
| " | " Frederick 26 | Piano tuner | " | " |
| " | " Catharine | Wife fred. | " | " |
| " | " Frances | Infant | " | " |
| " | White, David, 32 | Farmer | " | " |
| " | " Jane 40 | Wife David | " | " |
| " | " Elizabeth 10 | Child | " | " |
| " | " Angeline 8 | " | " | " |
| " | " Amelie 6 | " | " | " |
| " | " Francis 5 | " | " | " |
| " | " Thomas 1½ | " | " | " |
| 9/7/1841 | Wallace, James 43 | Shoemaker | Sp. ATHENS, | Scotland. |

IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|---------------------|---------------|------------------|----------|
| 9/7/1841 | Wallace, Hannah, 40 | Wife Jas. | Sp. ATHENS | Scotland |
| " | " Wm. 15 | Child " | " | " |
| " | " James 14 | " " | " | " |
| " | " David 9 | " " | " | " |
| " | " Eliz. 7 | " " | " | " |
| " | " Hannah 5 | " " | " | " |
| 7/7/1842 | Woodward, L. 38 | Merchant | St. NO. AMERICA | Canada |
| 5/30/1844 | Wallace, William 19 | Farmer | Sp. ROSCOE | Ireland |
| " | Walsh, John 21 | Farmer | " | " |
| " | Ward, John 20 | " | " | " |
| 8/14/1845 | White, David 26 | " | Sc. WILLIAM | N.S. |
| " | " Ann 27 | Wife Dav. | " | " |
| " | " Alonzo 6 | Child " | " | " |
| " | " Isaac 1 | " " | " | " |
| 10/21/1845 | Woodman, Isac 23 | Laborer | Sc. PEREGRINE | " |
| 5/17/1848 | William, Thomas 60 | Forgeman | Rk. BRILLIANT | England |
| " | " William 23 | " | " | " |
| 4/30/1849 | Ward, John 24 | Laborer | Sc. TESZER | N.S. |
| " | " George 29 | " | " | " |
| 9/11/1849 | Woodworth, Lucy 24 | Domestic | Sc. CAROLINE | " |
| " | " Helen 20 | " | " | " |
| " | " Cath. 16 | " | " | " |
| 9/19/1849 | Wise, Rachael 18 | Dressmaker | Bg. CHESTERPEAKE | " |
| 9/25/1849 | Weaver, Eunice 18 | Dairy Maid | Sc. SPY | " |
| " | " Orpha 16 | " | " | " |
| " | " Stitira 14 | " | " | " |
| 4/29/1851 | Ward, George 28 | Sp. Carpenter | Bg. WM. HENRY | " |

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IMMIGRANTS CONTINUED.

| Date | Name and Age | Trade | Vessel | From |
|------------|---------------------|---------------|-----------------|------------|
| 4/29/1851 | Ward, Catharine, 24 | Wife George | Bg. WM. HENRY | N.S. |
| " | " Marg. 3 | Child | " | " |
| " | " SarahJane 2 | " | " | " |
| 9/15/1851 | Ward Jane 25 | | " | " |
| 10/2/1851 | Walcott, Mary 50 | Dressmaker | Sc. GEN. BERRY | Ireland |
| " | " Eliz. 27 | Domestic | " | Wales |
| 10/6/1851 | White, William 32 | Sp. Carpenter | Sc. ENDEAVOUR | N.S. |
| " | " James 30 | " | " | " |
| " | " Mary 22 | Domestic | " | " |
| 6/8/1852 | Wall, James 18 | Farmer | Sc. ALGONA | " |
| 6/10/1852 | Watts, Barnard 35 | Trader | Bg. CHARLOTTE | Turks Is. |
| 10/13/1858 | Wheelan, Bridget 20 | Spinster | Sp. KATE HUNTER | Ireland |
| 6/25/1858 | Withrow, Martha 26 | Servant | Sc. STAG | N.S. |
| 9/25/1868 | Whitney, Salome 48 | Domestic | Sc. ALMA | " |
| 12/11/1861 | White, Sophia 20 | " | Sc. TRADESMAN | " |
| 7/21/1869 | Welling, Thomas 25 | Lawyer | Bg. GEORGE | N.S. |
| 6/15/1870 | Williams, Daniel 23 | Joiner | Bg. LIBERTY | P.E.I. |
| 8/25/1870 | Yeppon 30 | Mariner | Bg. COCHECO | Martinique |
| 5/18/1872 | Yew, William 36 | Collier | Sp. CHIE | Wales |
| " | " Rosamond 30 | Wife Mw. | " | " |
| " | " Ann 6 | Child " | " | " |
| " | " Jane 1 | " " | " | " |
| 5/30/1874 | Young, Robert 30 | Farmer | Sp. ROSCOE | Scotland |

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IMMIGRANTS CONCLUDED.

| Date | Name and Age | Trade | Vessel | From |
|-----------|--------------|-----------|----------------|---------|
| 6/21/1851 | Inch, Ann 38 | Wife John | Sp. OXENBRIDGE | England |
| " | " Sarah 9 | Child | | |
| " | " Louisa 7 | " | | |
| " | " Maria 5 | " | | |

